The Hongkong Telegraph.

(ESTABLISHED 1881.)

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Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$15,000,000
RESERVE FUNDS—
Sterling
£1,500,000 at 2/—$15,000,000
Silver $16,002,000
$31,002,000
RESERVE LIABILITY OF PROP'TORS.$15,000,000

COURT OF DIRECTORS:
G. Balloch, Esq.—Chairman.
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CHIEF MANAGER:
Hongkong—J. R. M. SMITH.
MANAGER:
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LONDON BANKERS—LONDON COUNTY AND WESTMINSTER BANK, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.
N. J. STABB,
Acting Chief Manager.
Hongkong, 28th September, 1910. [20

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

(INCORPORATED BY ROYAL CHARTER, 1853)
HEAD OFFICE:—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,600,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
" " " 6 " — 3½ "
" " " 3 " — 2½ "
WM. DICKSON,
Manager.
Hongkong, 26th April, 1910. [28

YOKOHAMA SPECIE BANK, LIMITED.

CAPITAL PAID-UP.....Yen 24,000,000
RESERVE FUNDS ..... " 16,660,000

Head Office:—YOKOHAMA.

Branches and Agencies,

TOKIO.	HANKOW.
KOBE.	TIENTSIN.
OSAKA.	PEKIN.
NAGASAKI.	NEWCHWANG.
LONDON.	DALNY.
LYONS.	PORT ARTHUR.
NEW YORK.	ANTUNG.
SAN FRANCISCO.	LIOYANG.
HONOLULU.	MUKDEN.
BOMBAY.	TIE-LING.
SHANGHAI.	CHANG-CHUN.

HONGKONG:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposit:—
For 12 months .....4 % p.a.
" 6 " .....3½ "
" 3 " .....2½ "
TAKEO TAKAMICHI,
Manager.
Hongkong, 27th September, 1910. [18

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP...Sh. Taels 7,500,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hamburg	Hankow
Kobe	Peking	Singapore	Tientsin
Tsinanfu	Tsingtau	Yokohama	

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank) } Berlin.
Direction der Disconto-Gesellschaft } Berlin.
Deutsche Bank } Berlin.
S. Bleichroeder } Berlin.
Berliner Handels-Gesellschaft } Berlin.
Bank fuer Handel und Industrie } Berlin.
Robert Warschauer & Co. } Berlin.
Mendelssohn & Co. } Berlin.
M. A. von Rothschild & Soehne } Frankfurt a/M.
Jacob S. H. Stern } Frankfurt a/M.
Norddeutsche Bank in Hamburg, Hamburg.
Sal. Oppenheim jr. & Co., Koeln.
Bayerische Hypotheken- und Wechselbank, Muenchen.

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS.
THE UNION OF LONDON AND SMITH'S BANK, LIMITED.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
J. KULLMANN,
Acting Manager.
Hongkong, 3rd March, 1910. [23

Banks

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Acting Chief Manager.
Hongkong, 18th July, 1910. [21

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP .....Gold $3,250,000
RESERVE FUND .....Gold $3,250,000
Gold $6,500,000
(about £1,500,000.)
HEAD OFFICE:—60, Wall Street, New York.
LONDON OFFICE:—Threadneedle House, E.C.

LONDON BANKERS:
BANK OF ENGLAND.
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:—
For 12 months 4½ per cent. per annum.
For 6 " 3½ " "
For 3 " 3 " "
N. S. MARSHALL,
Manager.
No 9, Queen's Road Central.
Hongkong, 26th September, 1910. [19

Insurance

CHINA MUTUAL LIFE INSURANCE CO., LTD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS:
Alexander McLeod, Esq., Chairman.
C. Stepharius, Esq.
Lee Yung Su, Esq.
J. H. McMichael, Esq.
C. R. Burkill, Esq.
J. A. Wattle, Esq., Managing Director.
A. J. Hughes, Esq., Secretary.
S. B. Neill, Esq., F.I.A., Actuary

A STRONG British Corporation Registered under Hongkong Ordinances and under Life Assurance Companies' Acts, England

Insurance in Force	$37,855,885.00
Assets	8,415,250.00
Income for Year	3,566,559.00
Insurance Fund	8,216,813.00

LEFFERTS KNOX, Esq., District Manager, } Hongkong, Canton, Macao and the Philippines.
B. W. TAPE, Esq., District Secretary. }
ALEXANDRA BUILDING.

C. LAWDER, Esq., Inspector, Hongkong.

ADVISORY BOARD, HONGKONG.
Sir Paul Chater, Kt., C.M.G.
T. F. Hough, Esq.
C. J. Lafrentz, Esq.
Hongkong, 26th July, 1910. [810

Hotel.

ORIENTAL HOTEL.

A FIRST-CLASS AND UP-TO-DATE HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS Hotel has recently been thoroughly renovated and extensively enlarged and is now Luxuriantly Furnished and Up-to-date in every respect. Situated in the most central position. Large and Airy Rooms. Hot, Cold, and Shower Baths. Gas and Electric Lights and Fans. Large and Comfortable Lounge, Private and Public Bars, and Billiard Rooms. CUISINE ENTIRELY UNDER EUROPEAN SUPERVISION. Sanitary Arrangements of the latest. HOTEL LAUNCH MEETS ALL STEAMERS. Monthly Rates for Tiffin and Dinner. Special Rates for married families on application to
J. H. OXBERRY,
Manager.
FREDERICK REICHMANN,
Late Manager of J. H. Lyons' (Trocadero), leading Caterers in London, and
GRAND ORIENTAL HOTEL, Colombo.
Telephone No. 107.
Telegraphic Address "Comfort" Hongkong.
Hongkong, 1st September, 1910. [176

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

WILL despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMERS	TO SAIL ON	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	NAMUR ..... Capt. H. W. Kenrick, R.N.R.	10 A.M., 21st Oct.	Freight and Passage.
SHANGHAI	ARCADIA ..... Capt. S. Barcham	About 28th Oct.	Freight and Passage.
LONDON, &c., via usual Ports	DEVANHA ..... Capt. H. Powell	Noon, 29th Oct.	*See Special Advertisement.*

For Further Particulars, apply to
E. A. HEWETT,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 19th October, 1910. [4

Intimations.

LANE, CRAWFORD & CO.

NEW STOCK OF
BOOTS AND SHOES

HEAVY WALKING BOOT AS ILLUSTRATION $12.50 PER PAIR.

SHOOTING BOOTS BLACK or BROWN $14.00 AND $17.50 PER PAIR.

PATENT PUMPS AND SHOES
$6.50 per Pair.
LEATHER AND FELT SLIPPERS.
LANE, CRAWFORD & CO. [81

THE WELL-KNOWN HORSE HEAD BRAND.

GUINNESS' STOUT. BASS' ALE.

SOLE AGENTS—
CALDBECK, MACGREGOR & CO.
Established 1864.
Hongkong, 10th October, 1910. [33

Hotels.

TRY
WEISMANN'S
PURE FRESH COFFEE.

Roasted and Ground on our Premises Daily.

1/2-lb. and 1-lb. tins.

Hongkong, 20th July, 1910. [497

HOTEL CRAIGIEBURN.

PLUKKER'S GAP, the PEAK, near the TRAM TERMINUS Tel. 56.
For Terms, &c., apply to the
MANAGER
Hongkong, 2nd July, 1910. [97

Shipping—Steamers

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF
THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON:	CANTON TO HONGKONG:	HONGKONG TO CANTON:	CANTON TO HONGKONG
MONDAY, 17th October.		THURSDAY, 20th October.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN	10.00 P.M. FATSHAN	5.15 P.M. KINSHAN
TUESDAY, 18th October.		FRIDAY, 21st October.	
8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN	8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM
10.00 P.M. FATSHAN	5.15 P.M. KINSHAN	10.00 P.M. KINSHAN	5.15 P.M. FATSHAN
WEDNESDAY, 19th October.		SATURDAY, 22nd October.	
8.00 A.M. HEUNGSHAN	8.00 A.M. HONAM	8.00 A.M. HONAM	8.00 A.M. HEUNGSHAN
10.00 P.M. KINSHAN	5.15 P.M. FATSHAN		5.15 P.M. KINSHAN
		SUNDAY, 23rd October.	
		10.00 P.M. FATSHAN	

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to the Superior Saloon and Cabin Accommodation. Lighted throughout by electricity. Electric Fan in each Cabin.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.
S.S. "SUI-TAI" 1,165 Tons and "SUI-AN" 1,165 Tons.
Departures from Hongkong to Macao on week days at 8 A.M. and at 2 P.M. from the Company's Wing Lok Street Wharf.
Departures from Macao to Hongkong on week days at 7.30 A.M. and at 2 P.M.

EXCURSION TO MACAO.
On SUNDAY, the 23RD OCTOBER, 1910.
The Company's Steamship
"SUI-AN,"
will depart from the COMPANY'S WING LOK STREET WHARF at 9 A.M. and return from Macao at 3 P.M.
FARES:
1st Class Return $3; Single $1.50. 2nd Class Return $1.00, Single 60 cts.
N.B.—The Company will also run a steamer from Macao on Sunday morning at 7.30 A.M. and from Hongkong at 1 P.M. from the Company's Wing Lok Street Wharf.
Further Particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.
S.S. "HOI SANG," 457 Tons.
Departures from MACAO to CANTON on Monday, Wednesday and Friday, at 9 P.M.
Departures from CANTON to MACAO on Tuesday, Thursday and Saturday, at 5 P.M.

JOINT SERVICE OF
HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.
S.S. "SAINAM," 588 Tons, and "NANNING," 569 Tons.
One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M., and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trips take about 5 days. Passengers can return to Hongkong or Vice Versa by the Companies' direct steamers "Linam" and "Sanui." These vessels have Superior Cabin Accommodation and are lighted throughout by electricity. Electric Fan in each cabin.
Further particulars may be obtained at the Office of the—
HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.,
HOTEL MANSIONS, (FIRST FLOOR),
opposite the Blake Pier. [4

Hotels.

HONGKONG HOTEL

FIRST CLASS AND UP-TO-DATE.

A. F. DAVIES,
Hongkong, 5th February, 1909. Manager. [115

ASTOR HOUSE

(LATE CONNAUGHT HOTEL.)
QUEEN'S ROAD, HONGKONG.

CENTRALLY situated, up-to-date Hotel. Recently renovated, and under entirely New Management. Large and Comfortable Rooms, Excellent Cuisine under the supervision of an Experienced FRENCH CHEF, and separate Tables, Hot and Cold Baths, Electric Light throughout. Terms moderate, First Class accommodation for Families and Tourists.
Under Personal Supervision of
L. GAMEAU, Proprietor. N. BEUMENTHAL, Manager.
Telephone, 270. Telegrams "Astor." [84

THE "REMINGTON" TYPEWRITER

Is not the cheapest when purchased, but it is the cheapest in the long run, as is proved by the fact, that the number of Remingtons sold annually is vastly greater than that of any other make.
It has always been and is to-day the recognised leader among writing machines.
It does the best work and keeps doing it for the longest time.
CAUTION.—Beware of skilfully renovated old Remingtons, sometimes put up in original packing, which are on the market just now. They are bought at low prices and apparently new, but in reality quite worn out and valueless.
SOLE AGENTS FOR HONGKONG AND CANTON,
SIEMSSEN & CO.,
(Machinery Dept.) [58

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
SHANGHAI, TSINGTAU, HIOGO and YOKOHAMA	"PRINZESS ALICE" ..... Capt. P. Grosch (T. 20,300)	THURSDAY, 20th October, 6 A.M.
JESSELTON, LABUAT and SANDAKAN	"BORNEO" .....(T. 5,050) Capt. F. Sembill	SATURDAY, 22nd October, 9 A.M.
MANILA, YAP, MARONN, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WALDEMAR" ..... Capt. F. Iseke ...(T. 6,100)	SATURDAY, 5th Nov., Daylight.

All the steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

For further Particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 19th October, 1910. [7

Intimations.

LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD

This remarkable compound, the latest discovery of modern times, is without equal in all cases of defective nerve and brain power, whether induced by worry, overwork, dissipation, or other influences. Sleeplessness, palpitation, defective circulation, nervous dyspepsia, tic or neuralgia, low spirits, mental and bodily prostration, want of confidence, general debility, premature decay or deficiency of the vital forces, loss of vitality, harassing dreams, restlessness that can settle to nothing, irritability of temper, female complaints, hysteria, backache, bearing down sensations, wasting diseases, consumption, night sweats, muddy, high-coloured water, &c., are all so many different phases of brain and nerve wreckage and exhaustion, the cause of by far the greater portion of the misery, ill-health, and despondency by which we are confronted on every hand, that can only be successfully combated by the use of this wonderful and highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening wasting discharges, restores the failing energies, and imparts new life and vigour to those who had so recently seemed played out, used up and valueless. Bottles Price 2s. 9d.

WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD MEDICINE

Never before was there anything like it, nor can its marvellous properties ever be equalled in all cases of poorness, impurity, or other imperfection of the blood from whatever cause arising. No sooner is it imbibed into the system than it permeates and penetrates to the minutest capillaries, overcoming and expelling disease, wherresoever and in whatsoever form met with; removing all blotches, pimples, scurf, scurvy, scrofulous and glandular swellings, discolorations, roughness and unsightly patches, &c. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, pains and swellings of the joints, discharges, blood poison, eczema, lepra, psoriasis, bad legs, bad breasts, abscesses, ulcers, wounds, sores, goitre or Derbyshire neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, too often the precursor of consumption. Bottles Price 2s. 9d.

Send stamped addressed envelope for free booklet, or P.O. 2/9 for trial bottle of either remedy, to THE VETARZO REMEDIES CO., GOSPEL OAK, LONDON. Unprincipled Vendors may try to sell you something else for extra profit—do not accept it, but insist on having VETARZO. The genuine has the words "VETARZO REMEDIES" on Government Stamp.

VETARZO REMEDIES ARE SOLD BY BOOTS, CASH CHEMISTS.

KWONG FUNG YUEN,

HEAD OFFICE—No. 83, Des Voeux Road West.
TIMBER YARDS—Kennedy Town.

TIMBER MERCHANTS,
SAW MILL OWNERS,
AND
GENERAL CONTRACTORS
TO
H.B.M. Naval and Military Authorities.

HAVE always on hand large stock of American Fir, Douglas Fir, Oregon Pine, Teak, Yacal, Hardwoods, Oregon Spar, Chinese Spar, Chinese Pine of all descriptions.
Inspection Invited to the Yards.
Best Terms.
Quick delivery.

LEUNG TAI,
Managing Director.

Hongkong, 16th January, 1910. [1

F. BLACKHEAD & Co.,

SHIP-CHANDLERS, SAILMAKERS
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION-AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE *COMPOSITION* RED HAND BRAND, HARTMANN'S GREY PAINT
DAIMLER'S PATENT MOTOR LAUNCHES,
&c., &c., &c.

Sole Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK
AT
REASONABLE PRICES.

Hongkong, 7th March, 1907. [30

SAVE YOUR HEALTH

in drinking the cheapest and most agreeable Table Mineral Water

"COUZAN GATIER"

approved by the French Faculty of Medicine.

Large Bottles $0.30
Dozen 3.25
Case 50 Bottles.....11.50
" 60 " 13.20

SOLE AGENTS:
"FRENCH STORE."

Hongkong, 18th July, 1910. [47

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED
Ladies' Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS & FEATHERS,

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.
Coast Port Orders carefully executed

Hongkong, 6th September, 1909. [45

Intimations.

THE YOKOHAMA DOCK CO., LTD.

Telegraphic Address:—"DOCK," Yokohama.

Codes used:—A.B.C. 4th, 5th Edition, Lieber's, Scott's, A.1., and Watkin's.

DRY DOCK DEPARTMENT:—Telephones: Nos. 876, 506, or 881.

No. 1 DOCK.	No. 2 DOCK.	NO. 3 DOCK.
Docking Length .....515 ft.	Docking Length.....376 ft.	Docking Length.....482 ft.
Width of Entrance . 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks ..... 28 "	Water on Blocks ... 26 "	Water on Blocks..... 21.5 "

Mooring basin 600 feet × 100 feet × 25 feet deep.

EVERY description of repair work is undertaken. A large assortment of material including tall shafts are kept in stock. Two powerful tow boats, floating derrick to lift 45 tons, pneumatic, electric, hydraulic plants, etc. Manufacturers of engines, boilers, tugs, lighters constructional steel work, etc. Tenders on short notice by letter or cable.

WAREHOUSE DEPARTMENT:—

Telephones: Midoricho Office 533, or 575, Customs Branch Office 1392, Takashimacho Office 292, or 2050, Irifunecho Office 2251.

106 buildings, principally of brick and steel, 358 entrances. 13 buildings are private bonded warehouses. Floor area 73,343 square yards or 15.15 acres. Direct water frontage of 2.36 miles in length, part having a depth of 25 feet at low water, suitable for steamers discharging direct into warehouses. Railway siding with direct connection to the Government railways. Use of 45 ton derrick, tugs, launches, etc. Customhouse brokerage and Insurance undertaken. Rates moderate.

Yokohama, October 18th, 1910. [12

FREE TRIAL.

TRY THE

ROYAL STANDARD TYPEWRITER

(VISIBLE)

Cost $165 Little, Last Long. Will Always Give Satisfaction.

PHONE No. 482 and the machine will be at your office for free trial.

Repair to any Make of
TYPEWRITERS,
GRAMAPHONES,
AND
SEWING MACHINES.
A Speciality. Satisfaction Guaranteed.

MOTOR CARS, BICYCLES and TYPEWRITERS FOR HIRE.

DRAGON CYCLE DEPOT

62, DES VOEUX ROAD.

GREEN ISLAND CEMENT COMPANY LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net.
In Bags of 250 lbs. net.

SHEWAN TOMES & CO.,
General Managers.

Hongkong, 16th August, 1910. 41

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND
CIGARS, CIGARETTES
AND
TOILET REQUISITES
FOR SALE,
12, D'AGUILAR STREET,
HONGKONG.

Telephone 3rd September 1910

To Let.

TO LET.

21, CONDUIT RD., CLIFTON GARDENS.

1 & 2, BOWEN ROAD, lately occupied as Artillery Officer's Quarters. Suitable for Boarding House.

GODOWNS, 151 to 155, PRAYA EAST.

OFFICES, No. 2, CONNAUGHT ROAD, 3rd Floor.

A HOUSE in WONG-NEI-CHONG ROAD.

OFFICES in YORK BUILDING.

No. 10, DES VOEUX ROAD CENTRAL, 1st Floor.

SEMI-EUROPEAN FLATS, Praya East corner of Observation Place. The Trams stops at the door.

Also NEW EUROPEAN FLATS adjoining the new Seaman's Institute, Praya East.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 8th September, 1910. [59

TO LET.

IN No. 5, QUEEN'S ROAD CENTRAL, Victoria Building, Rooms suitable for Offices.

ONE GODOWN in MASONS LANE.

Apply to—
DAVID SASSOON & Co., LD.

Hongkong, 4th April, 1910. [63

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st July, 1910. 67

Dentistry.

DR. M. H. CHAUN,
DENTAL SURGEON,
31, QUEEN'S ROAD CENTRAL, 1ST FLOOR, ROOMS 2 and 3.

From the University of Pennsylvania, U.S.A.

Telephone 126.

Hongkong, 27th January, 1910. [1

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT No. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free.

Hongkong, 20th Dec. 1909 8

A SAFE THAT FLOATS.

TO PREVENT THE LOSS OF TREASURE BY SHIPWRECK.

A buoyant safe that, in case of disaster, will float to the surfaces as the ship with which it is equipped sinks into the lower depths of the sea, has been invented by four mechanics in the Puget Sound Navy Yard, who have devoted their spare time in the past six years to perfection of the device. The four, of whom A. F. Shepherd a resident of Charleston for eight years, is the leading spirit, have patented the device in the United States and the principal foreign countries. In the last few months they have reconstructed and simplified their invention and declare that it now is ready to be put to practical use.

The safe, a large cylinder of steel, is divided into two compartments, the upper one an air chamber that will give the required buoyancy and the lower a receptacle for the ship's papers, registered mail and such valuables and money as usually are placed in the care of the purser by passengers. The device will rest in a shaft alley, one deck in depth, on either side of which will be angle bars to guide the safe out of the vessel as the latter founders. The bottom of the shaft and bulkheads surrounding it will be constructed so as to admit the water under the safe as the invading flood rises in the hull. The safe door will be watertight and fastened with the regulation combination lock.

The possibility of the device becoming obstructed in its passage from the shaft has been eliminated by the simplicity of the invention. It will be attached to the ship by a cable, one to three miles in length, that will run out as the boat sinks and in this way the safe will indicate the point at which the boat lies on the submarine floor.

As viewed from the deck, the appearance of the safe will be similar to that of a manhole in the street, the top of the air compartment alone will be visible. In case of a boat already built and in which, therefore, construction of an air shaft would necessitate some remodelling, the total cost, including installation, the inventors estimate, would not exceed $1,000. The safe can be built in any size desired and will be of burglar-proof steel.

A safe forty-eight inches in diameter, six feet long, and weighing 1,550 pounds will carry 2,000 pounds of matter in the lower compartment and still retain a buoyancy of 1,100 pounds, which would be equal to about sixteen inches of freeboard above water.

WILL SAVE ALL VALUABLES.

"In case of shipwreck," said Shepherd, "our invention will preserve the vessel's papers, manifest, passenger list, valuables of passengers, registered mail money or specie in transit and also correct and do away with burdensome insurance and underwriting. It also will give proof positive of the presence of passengers aboard and simplify the settlement of estates. Had such a safe been aboard the steamboat 'Dix' at the time she was sunk in a collision in the Seattle harbour the vessel could have been located and brought to the surface at once.

"The steamship 'Islander' lies at the bottom of the ocean in 200 feet of water four miles from Juneau with $750,000 in treasure aboard. The depth at which divers are effective in recovering submerged wrecks does not exceed 100 feet. If the 'Islander' had been equipped with a buoyant device, such as our own, the treasure would have been saved.

"In the wreck of the steamship 'Dakota,' of the Great Northern line, all the mail went down with the boat, causing an enormous loss to the Government. None of the mail ever was recovered. An ordinary hulk, provided with our buoyant marine device, would be 100 per cent. safer for carrying valuables and mail than the best ship ever constructed if the latter were equipped with the ordinary safe. Millions in treasure are at the bottom of the ocean and out of circulation for all time as a result of the antiquated custom of anchoring valuables in wrecks.

"In handling the Alaskan mails, the post office is burdened with the responsibility for millions in treasure and money each year, because shippers wish to be secured against loss and to escape the charges both of express and insurance companies. The shipper throws the liability on the post office department wherever the opportunity offers. In every case where mail is lost the Government brings suit for recovery, but never succeeds in collecting from the bondsmen of the carrier.

"All these evils would be remedied by the use of the buoyant safe."

Shepherd and his associates have brought their invention to the attention of the American Department of Commerce and Labour.

They also have patented a buoy for submarines that is based on the same principle as the safe. If any accident that would send the submarine to the bottom, the buoy, which will be attached to the boat by a cable, can be released and, on rising to the surface, will show where the vessel lies. As each submarine is accompanied by a tender, this, it is stated, often would prevent loss of life. A submarine is so light that it can be raised by a tug with an ordinary anchor hoist.

Auction.

BY ORDER OF THE MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to sell by PUBLIC AUCTION, on THURSDAY, the 20th day of October, 1910, at 12 o'clock *Noon*, at their Auction Rooms in Ice House Street,

THE VALUABLE LEASEHOLD PROPERTY, IN ONE LOT,

known as Nos. 2, 4, 6, 8, 10, 12, 14 and 13, Li Sing Street, Victoria, Hongkong.

The property consists of all that Piece or Parcel of Ground situate at Victoria in the Colony of Hongkong formerly Registered in the Land Office as the Remaining Portion of Marine Lot Number Seventy-one and now known there as Sections R, S, T, U and the Remaining Portion of Marine Lot Number Seventy-one and has an area of 8,190½ Square Feet or thereabouts.

Particulars and Conditions of Sale may be had from the Vendors' Solicitors.

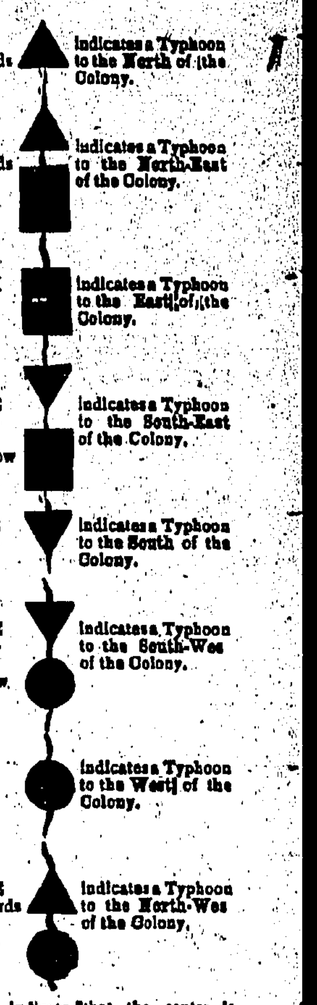
Messrs. DEACON, LOOKER & DEACON, No. 2, Des Voeux Road Central, Hongkong, and also from the Auctioneers.

Hongkong, 5th October, 1910. [547

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here:—



Red Signals indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signals indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. *Tamar*, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. *Tamar*.

I. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock	Aberdeen,
Waglan	Sau Ki Wan,
Stanley,	Sai Kung,
Cape Collinson,	Sha Tau Kok,
	Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the High houses.

F. G. FIGG,
Director.

[illegible]

Intimation.

Powell's

NEW . . .

FABRICS .

FOR . . .

CURTAINS, . .

LOOSE COVERS,

PORTIERES, . .

DRAPERIES, . .

CUSHIONS, &C.

IN

THE LATEST

. . . ART . . .

. COLOURINGS .

ARE NOW

DISPLAYED

IN

- THEIR -

SHOWROOMS.

FIRST FLOOR

Alexandra

Buildings.

PATTERNS SENT TO ANY

ADDRESS

ON APPLICATION.

THE INDO-CHINESE OPIUM TRAFFIC.

A UNITED CHRISTIAN APPEAL.

The following "United Christian Appeal for the Ending of the Indo-Chinese Opium Traffic" has been addressed to the Churches and Christian communities throughout the British Empire:—

We have received an appeal from an important representative conference on the opium evil, held at Edinburgh immediately following the World Missionary Conference, addressed to the Archbishops and Bishops of the Anglican communion, and to the leaders of all the Protestant denominations in Greater Britain, suggesting concerted action throughout the Empire on this momentous subject.

With the memorialists we recognize the gravity of the present crisis. We welcome also the assurance given in the highest quarters that it is engaging the serious attention of our leading statesmen. We recognize that with them must rest the ultimate solution of the financial problems involved; and we share the hope expressed by the World Missionary Conference "that the British Imperial and Indian Governments may be able to meet the financial difficulties created by the cessation of the opium revenue in a way that shall not increase the taxation of the mass of the people in India nor injure the Feudatory States concerned."

In view, however, of the moral issues at stake, and the effect of our national action on Christian missions in the East, we agree with the memorial that the present situation constitutes an urgent need for the expression of Christian conscience, that nothing can justify continuance in an evil now so fully acknowledged.

We commend therefore the following suggestions to the attention of the Churches and congregations throughout the Empire; and while not wishing to dictate, shall rejoice if the Bishops feel able to commend its adoption throughout their dioceses, and the Protestant bodies throughout their respective denominations.

1. That each parish or congregation, either directly, or by means of societies or meetings, be invited to adopt a memorial to the Home Government, in harmony with the recent recommendations of the Central Board of Missions of the Church of England, and with the findings of Commission VII. of the World Missionary Conference on the subject, asking

(*a*) that China be formally released from Treaty obligations to admit opium;

(*b*) that the connexion of the Indian Government with the opium export trade be brought to an end.

2. That the occasion for this memorial be as near as possible to Monday, October 24th, that being the 50th anniversary of the ratification at Peking of the Treaty of Tientsin, under which the import of our Indian opium became for the first time legalized. If this date be found inexpedient, it is suggested that such action be at any rate taken before the close of the year.

3. That the incumbents or ministers of the various Christian Churches throughout the Empire be invited to preach (where practicable) a sermon on the previous Sunday, setting forth the very painful story of our opium relations with China in the past; the prejudicial influence on the causes of missions exercised by the traffic; the heroic effort of China, at vast pecuniary loss, alike to Government and people, to free herself from the opium curse; and the wrong on the part of Great Britain of continuance in that which Parliament has unanimously condemned as "morally indefensible."

4. That in consonance with the Resolution of the Lambeth Conference of 1908, which "calls upon all Christian people to pray for the repression of the opium evil," special prayer be offered for the objects named above, and for the guidance of the nations in thus dealing with this prolific source of degradation and misery. For the glory of God and the honour of the name of Christ in China and the East, such prayer is earnestly asked for at home and abroad.

Lambeth Palace, S.E., Aug. 3rd, 1910.

Dear Mr. Meyer,—As the outcome of your recent letter to me and of the interview which I have held with you and others upon the present position of the opium question, I write, in accordance with promise, to say that I am in full accord with you in desiring that the subject should be kept before the public in England and that people should, as occasion serves, be everywhere reminded of England's peculiar responsibilities in this anxious and difficult matter. No one can look with satisfaction, and few, I think, can look without a sense of national self-reproach and even shame, at the record of our country's relation to the opium question. I am certain that at this moment our responsible statesmen, both in the India Office and the Foreign Office, are as anxious as any of us can be that right should be done, and that effect should be given as speedily as may be to the desire now widely entertained in China, and not less eagerly endorsed by us, that the trade which has caused so much mischief should come to an end. For the exact manner of bringing this about I am myself willing to rely primarily upon the efforts of the statesmen to whom I have referred, but it will be an assistance to those who are promoting this righteous cause, both in China, in India, and in England if abundant evidence is given that public opinion in this country is strenuously on their side.

At the recent meeting of the Central Board of Missions of the Church of England emphatic expression was given to the conviction that the effectual repression of the opium evil will not be attained until

(*a*) China is formally released from treaty obligations to admit opium.

(*b*) The connexion of the Indian trade is brought to an end.

(*c*) Measures of prohibition of opium, except for medicinal uses, are enforced throughout the Crown Colonies where the opium habit prevails.

A like opinion was expressed in connexion with the recent World Missionary Conference in Edinburgh, which resolved [illegible]

The whole subject can appropriately be brought before Christian people both in town and country by the clergy and ministers of religion and by others who have qualified themselves by effective study of the subject to give guidance and instruction to the public mind. I entirely approve of such wise and well-considered steps being taken as may facilitate this action, and thus help by the blessing of God towards bringing the evil to an end.

I am, yours very truly,

RANDALL CANTUAR.

Bishopsthorpe, York, August 10th, 1910.

Dear Mr. Meyer,—The present position of the opium question demands the earnest attention and action of Christian citizens. We have come to see the wrongness of our own attitude as a nation in the opium traffic. Unfortunately it is easier to see the wrong than to set it right. How this is to be done is a question which must be answered by the responsible Governments of India and of the Empire; and we have good reason to believe that they are anxious to answer it. But that it should be done and done as quickly as possible is a decision which ought to be asserted and maintained by all citizens who care for the honour of the nation, most of all by those who profess and call themselves Christians.

The duty is the more urgent because we cannot without additional shame hesitate to co-operate with what seem to be the genuine desires and efforts of the rulers of China. I cordially agree which you and those with whom you are acting that a special effort should be made to instruct and invite the Christian public opinion of the nation, so that it may strengthen the Government in pursuing a courageous policy of reparation.

Yours very truly,

COSMO EBOR.

William Armagh.

J. F. Dublin, Archbishop of Dublin.

William Booth, General of the Salvation Army.

W. Brechin, Primus of Scottish Episcopal Church.

J. K. Cameron, Moderator of the Free Church of Scotland.

W. Carlile, Founder and Secretary of the Church Army.

Henry Thomas Chapman, President of the United Methodist Church.

William Clough, President of the Wesleyan Reform Union.

Arthur Heath, Principal, Moravian Missionary college.

Samuel S. Henshaw, President of the Primitive Methodist Conference.

John Horsabrook, President of the Wesleyan Conference.

C. Silvester Horne, President of the Congregational Union.

J. Westbury Jones, President of the Countess of Huntingdon's Churches.

J. H. Jewett, President of the National Free Church Council.

Geo. W. Macalpine, President of the Baptist Union.

James Mellis, Moderator of the Presbyterian Church of England.

Pearson McAdam Muir, Moderator of the General Assembly of the Church of Scotland.

J. Howard Murphy, Moderator of the Presbyterian Church in Ireland.

Owen Prys, Moderator of the Presbyterian Church of Wales.

Henry Lloyd Wilson, Clerk of the Yearly Meeting of the Society of Friends.

John Young, Moderator of the United Free Church of Scotland.

TRANS-PACIFIC SHIPPING.

For some time there has been serious trouble between the steamship lines running from Canada and the United States to Japan and China over the question of steerage rates, and six weeks ago a freight war broke out in consequence of an outside concern having begun operations independently of the conference governing this trade. Efforts to effect a settlement of the dispute, says a shipping correspondent, have to a large extent been successful, and the proposed schedule of rates simply awaits the approval of one of the interested lines before being brought into force; indeed, the new tariff differs but slightly from the old, as the only important alteration is an increase of 16s. in the Canadian Pacific Company's third-class fare. Additions are to be made to the Pacific fleet of the Grand Trunk Railway Company of Canada in connection with its transcontinental line. These steamers will visit the chief ports in the Far East, including Manila.—*Shanghai Times.*

LARGE SEIZURE OF OPIUM.

CONTRABAND DRUG FOUND ON STEAMER "ISLAS FILIPINAS."

15,000 pesos worth of opium has been found concealed on the steamer *Islas Filipinas*, which is tied up in front of the custom house, and a search is being made for more, by the customs officials, reports the *Cablenews American* of 12th inst.

Two Chinamen, Tan Yo Wan and Tan Tsay, have been arrested and another, Lee Wan, the ship's carpenter, is being held pending an investigation by the customs authorities.

The *Islas Filipinas* was literally riddled with the forbidden drug. Opium was found concealed in all parts of the cargo and throughout the baggage. Yesterday morning 15 bottles covered with gutta-percha were found, full of the drug. In the afternoon, a basket containing six balls of crude opium was discovered and confiscated. This is the first time in many years that crude opium has been seized in Manila. The balls are about the size of cocoanuts and could easily pass as such without close inspection.

A thorough search is being carried on, and the customs officials would not be surprised to find more of the drug on board.

A [illegible] official [illegible]

SHANGHAI'S FINANCIAL SITUATION.

We take the following from the *N. C. D. News* of 13th inst.:—

There is still nothing hopeful to be recorded regarding the financial situation. The outlook appears to be as gloomy as ever, and even the best informed members of Chinese financial circles are unwilling to commit themselves to any definite views regarding the present crisis. It will be impossible to understand the extent to which the suspension of payment by the Yuan Feng Bank will affect the local money market until the end of the present month—the ninth Chinese moon—when there is always a large settlement day among the Chinese banks. The reports we have published from Chinese sources, as far as can be ascertained, give a fairly accurate idea of what has occurred, though the native papers appear to be unable to distinguish between temporary suspension owing to a sudden run on a bank, and the complete failure of a banking institution.

We understand that a meeting of the Consular Body was held on Tuesday afternoon, at which the financial outlook was the principal subject of discussion. It is understood that the Consular Body was in receipt of communications from the Chamber of Commerce, and certain Banks, urging it to apply to the Peking authorities not to cause the ex-Taotai to add to the gravity of the situation by calling up the funds for which they hold him responsible. A telegram in these terms, it is believed, was sent to Peking, but up to the present no answer has been received. Though the Chinese Chamber of Commerce has not received any official advice from Peking, native reports state that the Government will instruct the Ta Ching Bank to render assistance in the present crisis.

Native newspapers state that, according to a Peking telegram, as a great shock has been experienced by exchange circles in the different ports, it is feared that unless steps are taken to save the situation the present crisis may lead to foreign financial interference in China. A long conference was held by the Government, but it is reported that great difficulties were manifest from the looks of those present. It is stated, however, that Duke Tsai Tse is resolved to lend a helping hand to Shanghai. The Yuan Feng Bank in Peking has suspended payment, it is said, and six other native banks are threatened. One report gives the amounts involved as Tls. 1,500,000 only.

THE NINGPO COMMERCIAL BANK.

The run on the Ningpo Commercial Bank continued all day yesterday. We learn from a reliable source that the run began in consequence of the Yuan Feng Bank crisis. Mr. Cheng Tsu-ching, the General Manager of the Ningpo Commercial Bank, was also a manager of the Yuan Feng Bank, and as soon as it was understood that the latter had suspended payment, the Chinese depositors with the Ningpo Bank became afraid that it was also involved and began to withdraw their deposits, many of which were on fixed deposit for one or even two years. The Ningpo Bank did its utmost to meet the situation. On Saturday, Monday and Tuesday it paid out two and a half lakhs across the counter, and then its supply of silver ran short and it had to give written promises to pay to its clamouring depositors. Yesterday it received further assistance, with the result that another lakh and a half in silver was placed at its disposal by a foreign bank. This silver did not arrive until late in the morning, and from 8 a.m. onwards the Ningpo Bank's premises were besieged by a crowd of Chinese. As soon as the silver reached the premises the bank began to honour the paper given the preceding day. As the waiting crowd numbered from 150 to 200 persons the whole time, it was impossible to admit them all at once, and police were stationed at the main entrance to preserve order. Four or five persons were admitted at a time, but even so the brass-railed counters were constantly surrounded by a crowd of applicants two or three deep. From behind the counter one caught sight of rows of anxious faces, and outstretched arms, flourishing precious pieces of paper, were thrust through the grille in the hope of attracting attention. The bank staff was kept working at high pressure. Slips of paper were taken away from the applicants, entered in the bank books, and exchanged for packets of dollars. At short intervals stout padlocked boxes, each containing $5,000 in silver, were brought out of the strong room. As soon as they were unlocked, the packets of dollars were removed and weighed, any packets that were broken being thrown aside for counting and repacking. Above the clamour of the waiting crowd could be heard the clicking of *suan-p'ans*—the Chinese abacus—as they moved under the deft fingers of the staff. As the dollars were handed across the counter the obvious anxiety of each recipient gave place to a look of intense relief. Some depositors who withdrew large amounts were scarcely able to stagger out of the bank with their load. As the money was paid over the crowd dwindled, and at the end of the day it was understood that the run had practically finished.

During the day the Chinese Chamber of Commerce met and decided that the bank ought not to be called upon to meet sums on long deposit until the due date, and we understand that the Bank will now act upon this decision. Unless something occurs to create fresh panic this measure should put an end to the run on the bank.

RUBBER.

It is understood that private advices received here yesterday reported a fall of 2d. a pound in the price of rubber in London. This is regarded as the outcome of an attempt by the "bears" to discredit the "bulls." It remains to be seen whether the "bears" will be able to keep the market down to this level. Holders of rubber will probably refuse any sale at this much under the present price, and if they adopt this policy, [illegible]

HONGKONG AVERAGE MARKET PRICES.

Corrected 13th Oct., 1910, 100 cts. per $ Mex

BUTCHER MEAT.

	Cents.
Beef sirloin & prime cut—Mei Lung Pa lb.	30
" Corned—Ham Ngau Yuk "	22
" Roast—Shiu " "	22
" Breast—Ngau Lam "	15
" Soup, Tong Yuk "	20
" Steak—Ngau Yuk Pa "	22
" " Sirloin—Ngau Lau "	30
" Sausages,—Ngau Yuk Chaung "	25
Bullock's Brains— " Know..... per set	9
" Tongue fresh—Ngau Li..... each	50
" " corned—Ham Ngau Li..... "	60
" Head—Ngau Tau "	85
" Heart—Ngau Sum.....per lb	12
" Hump, Salt—Ngau Kin "	15
" Feet—Ngau Keok .....each	5
" Kidneys—Ngau Yiu "	9
Tail—Ngau Mei "	15
" Liver—Ngau Gon lb.	12
" Tripe (undressed)—Ngau To..... "	6
Calves' Head and Feet—Ngau-chai-tau-keok.....set	$1.00
Mutton Chop—Yeung Pai Kwat ..... lb	22
" Leg—Yeung Pei "	22
" Shoulder—Yeung Shau "	20
Pigs' Chitlings—Chi cheong "	22
" Brains—Chi Know.....per set	14
" Feet—Chi Keok..... "	12
" Fry—Chi Chak "	25
" Head—Chi Tau "	15
" Heart—Chi Sum.....each	15
" Kidneys—Chi Yiu .....pair	9
" Liver—Chi Kon lb.	20
Pork, Chop—Chi Pai Kwat "	20
" Corned—Ham Chu Yuk "	—
" Leg—Chu Pei "	24
" Fat or Lard—Chu Yau "	15
Sheep's Head and Feet—Yeung Tau Keok .....set	50
" Heart—Yeung Sum.....each	6
" Kidneys—Yeung Yiu "	9
" Liver—Yeung Gon lb.	24
Sucking Pigs, To Order—Chu Chai "	22
Suet Beef—Sang Ngau Yau "	20
" Mutton—Sang Yeung Yau "	22
Veal—Ngau Chai Yuk "	20
" Sausages—Ngau Chai Yuk Tong "	20

POULTRY.

Chicken—Kai Chai lb.	28
Capons, Large, Small—Sin Kai "	30
Ducks—Ap "	24
Doves—Pan Kau .....each	—
Eggs, Hen—Kai Tan.....per doz.	24
Fowls, Canton—Kai lb.	24
" Hainan—Hoi Nam Kai "	28
Geese—Ngo "	24
Geese, Wild Shanghai—Sheung Hoi Ya Ngo .....pair	—
Musk Deer—Wong Keng .....each	—
Hare—Tu Chai..... "	60
Partridge—Che Khoo "	60
Pheasant—Shau Kai.....pair	75
Pigeons, Canton—Pak Kup ..... each	32
" Hoihow—Hoihow Pak Kup "	24
Quail—Um-Chun "	20
Rice Birds—Wo Fa Cheuk .....dozen	65
Snipe—Sa Chui .....each	24
Turkeys, Cock—Fo Kai Kung ... per lb	60
" Hen— " " Na ... "	45
Wild Ducks, Shanghai, Sui-ap .....pair	—
Teal, Shanghai, Sui Ap Chai..... "	—
Wild Ducks Canton—Sang Shing Sui Ap.....per pair	—

FISH.

Barbel—Ka Yu lb.	10
Bream—Bin Yu "	17
Canton Fresh Water Fish—Hoi Sin Yu "	17
Carp—Li Yu "	20
Catfish—Chik Yu "	18
Codfish—Mun Yu "	20
Crabs—Hai "	16
Cuttle Fish—Muk Yu "	15
Dab—Sa Mang Yu "	14
Dace—Wong Mei Lun "	11
Dog Fish—Tit Tu Sa "	8
Eels, Congee—Hai Man Yu "	16
" Fresh water—Tam Sui Yu "	17
" Yellow—Wong Sin "	14
Frogs—Tien Kai "	28
Gamroups—Sak Pan "	30
Gudgeon—Pak Kup Yu "	22
Herrings—Tso Pak "	20
Halibut—Cheung Kwan Yu "	28
Labrus—Wong Fa Yu "	20
Loach—Wu Yu "	28
Lobsters—Lung Ha "	25
Mackerel—Chi Yu "	24
Monk Fish—Mun Yu "	28
Mullet—Chai Yu "	24
Oysters—Sang Hou "	30
Parrot fish—Ka Kung Yu "	27
Perch—Tan Lou "	15
Pike—Wa Paw Poong "	20
Pomfret, Black—Hak Chong "	22
Pomfret, White—Pak Chong "	28
Rice Fish—Mai Ha "	45
Sand Fish—Sa Kau Kwai "	18
Sea Fish—Ha Yan Kwai "	16
Shark—Sa Yu lb.	8
Skate—Pe Yu "	10
Shrimps—Ha "	24
Snapper—Lap Yu "	28
Soles—Tat Sa Yu "	24
Teach—Wan Yu "	20
Turbot—Che How Yu "	24
Turtles, small, fresh water—Kuok Yu "	25
White Bait—Ngau Yu Chai "	—

FRUITS.

Almond—Hung Yan lb.	25
Apples, (California)—Kam San Ping Ko "	22
" (Chefoo)—Tin Chan Ping Ko "	15
" Small—Hoi Tong "	5
" Custard—Fan Lai Chi....each	—
Bananas, fragrant, Canton—Sang Sheung Heung Chiu lb.	5
" (brides), Macao—San Heung Chiu "	4
Chestnuts, Chinese—Foong Lut "	18
Carambola—Yeung Tou "	7
Cocoanuts—Yeh Tsu .....each	24
Grapes—Sin Tai Tsz lb.	24
Lemons, China—Ning Moong "	6
" Amer.—Kum San Ning Moong "	6
Lichees, Small Stone—Lai Chi Con "	25
" Fresh, Lai Chi "	—
Limes, (Saigon)—Sai Kung Ning Moong .....each	6
Mango, Manila—Lui Sung Mong "	18
Mango, Saigon—Sai Kung Moong "	—
Mangosteens, San Chuk Tsz per doz.	—
Oranges, Tim Chang lb.	6
" Small—Tai Kut .....catty	—
" Mandarin—Tim Kut "	—
Olives—Pak Lam lb.	—
Passion Fruit .....each	—
Pears, (American)—Kam San Shut Li lb.	10
" (Canton), Cooking—Sa Li "	7
Peanuts,—Fa Sang "	10
Persimmons, Large,—Hung Chis "	7
Pine-apples, 1st quality—Sheung Poon Ti Paw-law .....each	10
" 2nd cooking—Chung-tang Paw-law "	—
Plantains—Tai Chiu lb.	3
Plums, Swatow—Hung Lai "	—
Pumelo, Siam—Chim Lo Yau .....each	10
Walnuts, Hop Tou "	14
" Green—Sang Hop Tou "	—
Shanghai Lo Kwat lb.	—

VEGETABLES, &c.

Artichokes, Shanghai,—Sheung Hoi Ah Chi Chauk lb.	8
Beans, (French) Macao—Oh Moon Pin Tau "	15
Beans, (French), Shanghai—Sheung Hoi Pin Tau "	10
Beans, Sprout—Ah Choi "	3
Beans, Long—Tau Kok "	8
Beet Root—Hung Choi Tau..... each	3
Brinjals, Green—Ching Yuen Ker "	4
Brinjals, Red—Hung Ker "	4
Bamboo Shoots—Chook Shun "	10
Cabbage, Chinese, com.—Kai Choy.....	3
Cabbage, Red—Kai Lan Tau .....each	—
Cabbage, (Shanghai)—Yeh hoi... "	10
Cane Shoots, bunch—Kau Shun... "	3
Cauliflower, Large size—Tai Yeh Choi Fa .....each	—
Cauliflower, Medium size—Cheung Yeh Choi-fa .....each	—
Cauliflower, Small size—Sai Yeh Choi-fa "	—
Carrots—Kam Shun lb.	5
Celery, Chinese—Tong Kan Choy "	5
Celery, English—Yeung Kan Choi "	—
Celery, White—Pak Yeung Kan Choi... "	—
Chillies, Dried—Gon Lat Chiu "	6
" Red—Hung Fa "	6
" Green—Chung Lat Chiu "	8
Curry Stuff, English—Ka Lee Choi Liu "	8
Cucumbers—Chung Kwa "	8
Bitter Squash—Fu Kwa "	10
Garlic—Suan Tau "	8
Ginger, young—Sun Tsz Keung "	5
" old—Lo Keung "	4
Horse Radish, Shanghai—Lik Kan lb.	20
Indian Corn—Suk Mai .....piece	—
Lettuce—Yeung Sang Choi .....each	1
Water Chestnuts—Ma Tai "	5
" Mandarin—Kwai Lam Ma Tai "	6
Musk Melon "	—
Mushrooms, Fresh—Sang Cho Kho "	35
Onions, Bombay—Yeung Chung Tau "	7
" Green—Sang Chung "	4
" Shai—Sheung Hoi Chung Tau "	3
" Japan—Yat Poon "	5
Okroes—Mo Ker "	5
Parsley, English—Yeung Un Sai lb.	10
Green Peas—Cheng Tau "	10
Potatoes, Sweet—Fan Shu "	6
" Shanghai—Sheung Hoi Shu Tsai "	5
" Japan—Yat Poon Shu Tsai "	5
" American—Fa Ki "	5
" Foochow—Fuk Chan Shu Tsai "	5
" Macao—Oh Moon "	—
Pumpkin—Toong Kwa "	3
Radish—Hung Lo Pak Tsai lb.	4
Rhubarb "	—
Shallots—Con Chung Tau "	8
Sponge (Chinese)—Fan Chui "	—
Spinach—Yin Choi "	6
Tomatoes—Fan Kai "	5
Taro—Wu Tau "	5
Turnips, Pickled (Lo-ti)—Lo Pak "	5
" English—Yeung Lou Pak Tau "	—
Vegetable Marrow—Chit Kwa "	5
Water Cresses—Sai Yeung Choi "	5
" Lettuce—Sai Kai "	—
" Lily Roots—Lin Ngau "	—
Yams—Tai Shu "	5
Suey "	—
The price [illegible]	
and the Kowloon [illegible]	

Intimation.

A. S. WATSON & CO., LIMITED.

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BULL DOG

BRAND

GUINNESS' STOUT

in PINTS and SPLITS.

A. S. WATSON & CO., LIMITED,

ALEXANDRA BUILDINGS.

Hongkong, 7th July, 1910. [28

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 19, 1910.

FAIR-PLAY FOR THE WICKED.

Long, long ago, so long ago that all men have forgotten when, so long ago that Time itself had stopped where in that dimension of the Highest Mathematics where circles are squared and where, produced to infinity, parallel lines at last meet in infinite space, there was a Nation. It was a Nation so great that it occupied not only one land, nor only three kingdoms, but was a Nation of Nations in many Countries all around the world. The people of that mighty race were distinguished by their intrepidity, bodily cleanliness, high looks, and above all for their passionate love of a god they worshipped, and called "Fairplay." Their pride and boast was that their laws were so made as infallibly to protect the innocent, the weak, and the helpless. They declared that an accused man, no matter what the errors of his past or the wretchedness of his present life might have been, the moment he appeared before his fellow countrymen charged with the commission of an offence against the law, he was regarded as innocent, until irrefragable evidence and the verdict of a jury had branded him as guilty. So jealous were these people of the protection of accused persons that they provided them with able pleaders learned in the law to defend them, and all men who dared to comment publicly on the question of a man's guilt or innocence while his trial was pending, were punished for exhibiting a want of love of fairplay, and for daring to show contempt of the proceedings of the Courts. Many fierce conflicts were fought in this Nation's history to inspire so admirable a sense of justice and such a dread of injuring the innocent, among police, the Bench and the public. Men accused of murder could not be punished by a Court which was unable to find them guilty of man killing, but was well convinced that they had committed barratry or libel. A man charged with, but not convicted of committing theft, could not be punished because the Court knew, or was morally convinced, that he was a rascal anyway. No such verdicts were ever returned as that alleged against a rough-and-ready jury presided over by a rough-and-ready judge in a Western land, viz, "Well, judge, we find that prisoner didn't kill deceased Bill Bates nor he didn't steal his horse, but we vote we hang him on general grounds." This would have been regarded as repulsively illegal and contrary to the laws of their idol, fairplay. Yet somehow there seems to have at last appeared a cancerous growth in their body politic which at last killed them entirely. For, deserting their fairplay, they began to admit other gods to their worship. This would not have mattered, for that people once loved all good gods. But they broke that fundamental law of fairplay which forbade them even to fling a naughty schoolboy because though he was innocent of one piece of mischief he was morally certain to have been guilty of another one yesterday, and to be about to be guilty of another to-morrow. On general grounds, they decided, a man might be resolutely hunted down, and treated as guilty of something, no matter what. Weeks of imprisonment, the undying shame of being marched through the streets by Indian constables, and shackled to some Chinese criminal, the indelible stain of repeated and terrible accusations, could be heaped, calamity after calamity, on such a man. And the people having lost their sense of ancient justice and their old love of fairplay, did, we are told, applaud a prosecution so terrible that it nearly laid itself open in some cases to the charge of vindictiveness and almost of advising juries and Courts to hold against a prisoner the very ability and adroitness of the learned pleader engaged in his defence.

LOCAL AND GENERAL.

GENERAL Viscount Terauchi, Governor-General of Korea, left Seoul for Tokio on October 16.

A FISHERMAN was fined $50 this morning for being in possession of a quantity of dynamite at Stanley.

A CHINESE was awarded one month's hard labour in the Police Court this morning for embezzling the sum of 60 cents from the Kwong Lun shop.

FOR snatching a gold ear-pick from a Chinese woman, a native was sentenced to six months' hard labour, four hours' stocks and twelve strokes of the birch at the Magistracy this morning.

THE Government is issuing a 2½d. postage stamp bearing imprints of King George's head and the Imperial Crown, with shields on the corners representing the union of the races and territories.

A CHINESE report says that Sheng Kung-pao favours the adoption of a gold standard in China and has decided first to mint one million of the new silver coins and adopt a nominal gold standard as an experiment.

AN egg weighing 8½ ounces was what Mrs. A Scott, a poultry fancier in Denver, recently found in the nest of one of her Plymouth Rock hens. It is believed to be the record hen's egg, and has been placed on exhibition. The ordinary weight of a hen's egg is two ounces.

AN amusing side to the Portuguese revolution is disclosed by a wire dated the Hague, October 6. It appears that Miss De Lys, a lady friend of King Manuel, complained to the Portuguese embassy at the Hague that she could get no information about him there. She told a reporter that Manuel was a good young fellow, and had mastered several languages.

THE steel frame-work for the new steamer for the Labuh Steamship Company has arrived at Sandakan; the building slip which has had to be specially made is now completed and the keel of the hull already laid. The steamer is to be 180 ft. long by 26 ft. beam and 13 ft. 6 in. depth. She will have a carrying capacity of about 600 tons and is by far the largest craft ever constructed in North Borneo. She is to have accommodation on the upper deck for 12 first class passengers and electric light will be installed throughout the vessel.

THE Cebu newspaper, *Ang Suga*, has been seized for non-payment of its internal revenue taxes, amounting to 42 centavos. According to a statement by the editor of the paper, the delegate of the provincial treasurer accompanied by the chief of police entered the office of the paper about ten o'clock on the morning of September 30 last and announced that the plant was "arrested" by order of the agent of the internal revenue department. The type in the cases and that in the forms which were about to be carried to the press, was seized and dumped into boxes prepared for it and all work in the office suspended.

CHINA BORNEO CO.

SLIPWAY BUSY.

The U.S. coast guard *Paltawan* arrived at Sandakan on the 23rd ult. having been ashore on an uncharted reef on the S.W. Coast of Palawan. She was placed on the China Borneo Company's slip on Sunday night and was found to have sustained extensive damages, the brass stern shoe being broken in half in two places, the rudder post and head badly cracked and other serious damages sustained by the hull. The *B. N. B. Herald* understands that it is uncertain as yet whether the steamer will be entirely overhauled or only repaired sufficiently to make her sea-worthy.

This is the largest steamer the China Borneo Co. have as yet berthed on their slip. She is of about 400 tons displacement and is 145 ft long by 25 ft. beam. We learn that in any case the work to be done will be somewhat extensive and the renewal of the stern shoe alone will necessitate the running of a brass casting of over half a ton in weight.

A FRAUDULENT SHROFF.

PLEADS GUILTY AT THE CRIMINAL SESSIONS.

Before the Chief Justice, Sir Francis Piggott, at the Criminal Sessions this morning, Yung Kin Chei, a shroff formerly in the employ of the Medical Hall was indicted on a charge of uttering a forged document purporting to be from Wm. Schmidt & Co. whereby he obtained the sum of $13.50 on the 10th September last. Prisoner was further charged with placing a false endorsement on the document. Hon. Mr. W. Rees-Davies, K.C., Attorney-General, instructed by Mr. H. L. Dennys, Sr., from the Crown Solicitor's office, prosecuted and Mr. Eldon Potter, instructed by Mr. F. O. Barlow, of Messrs. Goldring, Barlow and Morrell, appeared for the defendant.

Prisoner pleaded guilty to both counts, upon which the jurors were discharged.

Mr. Potter—Guilty! Why, he has all along most strenuously denied his guilt.

His Lordship—The interpreter must be right.

Mr. Potter—I'm not suggesting for a moment that the interpretation is wrong.

His Lordship—Did he reserve his defence before the Magistrate?

Mr. Potter—Yes. In fact, it's very doubtful whether the Magistrate sent him up for trial at all.

The Attorney-General—You mustn't say that. You can't know. My Lord, my friend has just made a very irregular remark.

His Lordship—I didn't hear what Mr. Potter said.

Mr. Potter—That's all right.

The Attorney-General in outlining the facts of the case stated that prisoner was a shroff employed by the Medical Hall. On the 10th September last, he went to the office of Messrs Jebsen and Company, where Mr. J. Riecken is employed as an assistant.

His Lordship—I notice that prisoner is described as shroff of the s.s. *Sui An*?

The Attorney-General—That was the address he gave. I'm going to explain how the facts I have just stated have a bearing on the case.

Proceeding, the Attorney-General said that the prisoner presented a document for payment of $13.50, purporting to be from Wm Schmidt and Company, gun and rifle makers, due from Mr. J. Riecken. He asked for payment on the faith of the endorsement on the bill. The money was paid by the shroff in the presence of a *fuli*, and prisoner signed it "Fook shau shau," meaning "Received." Some time afterwards, as the shroff was entering the amount in the books, he became suspicious of the signature "J. Riecken," and consulted that gentleman, who denied the signature and said he had nothing to do with the matter. On the 19th September, prisoner went to Messrs. Jebsen and Company's office on business, and it was pointed out to him that the signature on the bill was not that of Mr. Riecken and that the latter had never any business with Wm. Schmidt and Company. Prisoner at first denied having received the money but afterwards admitted it and said that if the document was returned to him he would refund the amount. The Police were in the meantime communicated with and defendant was arrested. The representative of Wm. Schmidt and Company denied having had any business dealings with Messrs. Jebsen and Company and said that prisoner was not authorised to collect bills on behalf of the firm, but the manager of the Medical Hall said that he had business dealings with Messrs. Jebsen and Company and consequently the defendant had the opportunity of constantly having Mr. Riecken's signature before him prior to the fraud. In that case he was not going to do anything uncommon but he would ask the Court to adopt a course which was quite regular. He asked that the Police should be requested to say what they knew of the men as the affair was only one of similar frauds.

Mr. Potter objected.

His Lordship—The moment I looked at the date on the bill, I knew that the document was a fraud.

Mr. Potter—It's a patent fraud.

His Lordship—It's patent to a European, not a Chinese.

Mr. Potter—Absolutely.

Continuing, Counsel said that the position was this. On the 10th September, the document was presented and cashed. An hour later the fraud was detected. No steps were taken until the 19th September, almost ten days later.

The prisoner in the meantime went about his usual work. He made no attempt to run away. Prisoner if he had any intention of defrauding anyone must have known that the signature was not that of Mr. Riecken and that the moment the fraud was detected he would be arrested. Messrs Jebsen and Company's shroff sent for defendant on the 19th September and although no reason was given for his appearance, the defendant went without any hesitation. He was asked if he had obtained the money. Defendant replied in the negative but immediately the circumstances were recalled he admitted receiving the money. If the acknowledgment to that effect had not been signed by the defendant, there would have been no possibility of conviction.

The Attorney-General—Prisoner has pleaded guilty and my friend says he is not guilty. It reminds me of Mr. Justice Fawkins, who once told a jury: "Prisoner says he is guilty and you, gentlemen, say he is not."

His Lordship—I quite appreciate Mr. Potter's point. (To Mr. Potter) These are extenuating circumstances you are putting forward.

Mr. Potter—They're more than that.

His Lordship—Your point is to bring forward extenuating circumstances in mitigation of sentence?

Mr. Potter—Yes.

Proceeding, Mr. Potter stated that he strenuously opposed the Attorney-General's application to ask the Police to speak to defendant's character.

His Lordship—I shan't do that unless you wish to call witnesses.

Mr. Potter stated that he did not wish to call witnesses. He asked his Lordship to take into consideration a statement made by Mr. Niedhardt. The defendant had to collect $70,000 a year in respect of one firm alone and never failed to account for every penny of it. The present offence was a lapse from his previous good conduct. For some reason or other which they did not know he was led to commit the crime. *He asked that his Lordship should deal* with prisoner as leniently as he possibly could.

His Lordship—How old is he?

Mr. Potter—He's quite young. He's only 22.

His Lordship, addressing himself to the defendant, said that he would deal with the case on its demerits without taking into consideration extraneous circumstances. He was not affected very much by what the learned Counsel had said with regard to his conduct. On the bare facts, it seemed he was a perfectly honest shroff to those who employed him, but the fact remained that he had availed himself of certain knowledge which he had acquired as shroff to defraud other people. With regard to the offence being a temporary lapse from his good conduct, he could not adopt that view because it was a deliberate forgery. He had pleaded guilty to uttering a forged document, knowing the same to have been forged. It seemed to him that it was a very deliberate commission of a crime. The one point in his favour was that he had pleaded guilty. The sentence would have otherwise been very much heavier but under the circumstances he would pass sentence of two years' hard labour.

THE "BEDFORD" OFFERED AT AUCTION.

WRECK WITHDRAWN FROM SALE.

The auction rooms of Jno. W. Hall at Yokohama, the *Japan Advertiser* reports, were crowded to their utmost capacity at 10 o'clock on Monday morning, the hour set for the sale of the ill-fated British cruiser *Bedford* which recently ran on the rocks off Quelpart, the large crowd being made up mostly of interested spectators who anticipated considerable lively bidding on the cruiser. Representatives from Tokio, Nagoya, Osaka, Kobe, Nagasaki firms and one Corean firm were present to participate in the bidding. At a quarter past ten, auctioneer Abbey gently tapped his gavel and opened the bidding. Starting at ¥20,000 the bidding soon reached 46,000. Here there was considerable hesitancy shown by the bidders, and it was some time before the amount offered advanced, but by slight advances that took a half hour's urging by the eloquent auctioneer the bids went to 49,000 and failed to further advance. Mr. Abbey, announcing this figure to be too low for the tessive, said that the wreck would be temporarily withdrawn from auction until he received further advices from Admiral Winslow of the British Squadron, who had authorised the sale of the cruiser-at-auction. An attempt has been made to reach the Admiral by wireless, but as the exact location of the British squadron is not known at present, Mr. Abbey has not as yet been able to communicate with the Admiral. It is understood that several parties are anxious to purchase the wrecked cruiser, and have offered more than the price reached at the auction, and as soon as Admiral Winslow is communicated with, it is quite likely that the sale will be consummated. The offers made by the Japanese firms at the auction appearing very low for a cruiser that cost the British Government nearly a million pounds, it may be said that most of the firms bidding have visited the wreck and have a good conception of the value of the vessel as she now lies, and must also figure not only upon the addition to cost of salving but also upon an excessive Customs duty which the Japanese Government inspectors have declared will be charged upon all old iron, steel, brass and gun metal brought into the country.

A British navy officer now in Japan, who has recently visited and inspected the *Bedford* wreck, stated to a representative of the *Japan Advertiser*, that little of value remains for salvage. Everything moveable, to the anchors and chains, not to mention the guns and other implements, have already been transported to Hongkong. The position of the wreck is such that she could never be moved, besides, a hole of sixty feet in diameter exists in one section. It is only a question of time, according to this officer, when she will go to pieces. The magazines, however, are still intact and filled with valuable shells, explosives, &c. It is very doubtful, owing to this part of the vessel being so many decks below the surface and on account of its extreme depth and the strong tides, whether it will be possible to extract these. If so, it would prove a very profitable purchase; otherwise the wreckage merely represents the value of scrap iron. The *Japan Advertiser* added as a rumour current, which seems to have considerable foundation in fact, that the Japanese salvage company which obtained the salvage contract for removing and transporting everything possible, did not fulfil the terms of its contract and that suit may be entered against it unless the matter is privately settled through other sources. The contract was a liberal one, giving the company 25 per cent. commission on the value of everything saved and transported to Hongkong, but so as to protect the salvage company the British Admiralty guaranteed that under any circumstances this would not prove less than 5,000 yen. The Company, however, made no attempt to obtain any of the articles, which were difficult to extract, but contented itself with merely taking the easy pickings and depending on their guarantee. The work had to be completed by other means. The officers of the fleet have remonstrated against this and claim that the letter and intent of the contract has never been fulfilled.

A LUNATIC AT LARGE.

SAIGON-BORN CHINAMAN WHO "KILLED" THREE FRENCHMEN.

The usual serenity of the Police Court compound was somewhat modified this morning by the lively conduct of a burly Chinaman who made himself a radiating point round which gathered a motley crowd of interested onlookers. The cause that led to the stranger's appearance in the precincts of the Magistracy was that last night he engaged a rickshaw at Shek-tong-tsui and after compelling the puller to sprint round the district for a matter of about an hour and a half at breakneck speed he startled the meek Jehu by flatly refusing to pay for the luxury at the conclusion of the ordeal. Not only that, but he made things hum a bit by sustaining a running flow of conversation which greatly charmed and fascinated his hearers, barring the Jehu. It was not long before a European constable appeared on the scene and gently escorted him to the lock-up. At the Central Police Station this morning the quasi-lunatic related in broken French the story of how he killed a trio of Frenchmen while in Saigon gloating over the heroic feat the while and further stated in all seriousness that he was no less a personage than the notorious Sun A Wan himself. His glory was short-lived, however, because in the next few minutes he was ushered into the presence of Mr. E. R. Hallifax, and Inspector Robertson asked that the man be recommended to the Lunatic Asylum authorities. The Magistrate being agreeable to the suggestion, the party in question was escorted to his new home, with a large crowd of people who apparently took a deep interest in his future career trailing in his wake.

TAILORS ON STRIKE.

Reports are to hand that a great many of the Chinese tailors employed by local European firms have gone on strike for bigger wages and shorter hours. Strange to relate, the European establishments that employ Chinese tailors pay their workmen far better wages than do the Chinese shops, nor do they insist upon long hours. As a matter of fact, plenty of the tailors in the European shops go and work for somebody else after they have finished their employer's service. It is not to be supposed, of course, that the strike would affect seriously the position of trade of those firms interested, but unfortunately this want of work has led to a depletion of the tailors' guild funds, and as a consequence a series of thefts has occurred in several local establishments, pointing in each case to the participation, in the felony, of some of the strikers.

From inquiries made amongst some leading Chinese tailors, it would appear that they are not very much affected by the strike but that it is in active operation is only too apparent. At any rate, it behoves the proprietors of tailoring houses to take even more than usual precautions against thieves at present.

"WITH BOAT AND GUN."

REVIEW.

WITH BOAT and GUN in the YANGTZE VALLEY (second edition) by HENLING THOMAS WADE. Shanghai: the *Shanghai Mercury, Ltd.* $7.50.

In past times few writers' pens have so much delighted us as that which has been wielded by the able hand of Mr. Henling Thomas Wade who in himself has personified a *vade mecum* for nearly all forms of sports that are dear to the hearts of exiles from the Old Country. But best of all he shows just how the Eastern residenter can enjoy, in a remote degree probably, the delights in replica of a day amongst the black-game or the partridges at Home when the salt savour is boating up from the sea across the moor or the ploughed lands and everything tends to make the heart feel glad.

If I mistake not—and it may be that I may have made mention of it before in these columns—it was Sir Thomas Jackson who emphatically declared at his farewell banquet that during his long sojourn in the country of China he had kept his health mostly by assiduous pursuit of the

ELUSIVE CHINA PHEASANT.

As is well known, Sir Thomas was an ardent sportsman, and as such he helped greatly to improve by restrictionary methods the preservation of game in our own territories in the way of prohibiting shooting in the close season. In this respect he had the valuable support of our esteemed O.A.G., Sir Henry May.

Of course it may be objected that in an article dealing with purely Yangtze Valley sport, Hongkong should take a back seat: still I cannot help but comment upon a few Hongkong and hinterland reminiscences that stand out before me. As Mr. Wade points out, the great danger to sport lies in the fact that certain regions accessory may be "shot out" so that the birds habitant are driven away to less frequented localities. The author, further, sententiously remarks that "There are those who expect their cup always to be full though they constantly quaff it and yet never replenish it." Which is just another case of the "widow's cruse gone wrong."

It used to be the way of it that tremendously large bags were reported from our own New Territory, but in these latter days sportsmen when coming back by rail to prosaic Kowloon appear to prefer to rely upon the unrevealed mystery of their game-bags, most of which, curiously enough, bear an attenuated aspect as the gun-men step ashore from the Ferry! (Probably the big has been left behind for the Boy to carry.) At the same time it has to be admitted that some

SPLENDID BAGS

of game have been got in the New Territory of late years, and if the sportsman could only chose his time and season it is within my own knowledge that there is excellent shooting to be gotten over there, in snipe, wild swan, woodcock, duck and pigeon, with an occasional chance at the small species of deer that flourishes in the hills bordering Samchun River.

I trust that Mr. Wade will pardon me for talking about purely local things while I am supposed to be writing a review of his book, but as a matter of fact his accounts of feats accomplished and things done get so into the blood that one cannot refrain from harking back upon one's own experiences in China.

However, I cannot do better than to conclude with one of Mr. Wade's own thoughtful observations, excepting to declare that his book will adorn any book-shelf which belongs to the lover of sport in the East or elsewhere. His statement is so concise and explicit that it may be quoted *ad verbatim*:—

"Naturally enough there would be much more shooting in what may be termed the 'houseboat radius' were the municipally called *close season* for partridges, pheasants and quail not so wilfully and obviously disregarded. There are, unfortunately, people who eat, and who, worse still, glory in eating, game right through the summer, while the mail and coast steamers carry away birds in thousands all the year round. A betterment would bring for would be to get the Chinese Government to make the export of game during certain times of the year punishable by law, and to seek the co-operation of the French and International Municipal Councils and the Agents of the several steamship lines to carry that law, as far as they were able, into effect. The disease is here: we wait for the physician."

E. H.

A PEKING telegram says that King George's coronation will take place in June next year, and the Chinese Government intends to appoint Prince Ching's son, Prince Tsai Chou, as Ambassador on the congratulatory mission. Lord Li Ching fang, the retiring Minister, will be appointed as Secretary to the mission.

HOTEL PROPRIETOR'S LIABILITY.

IMPORTANT POINT DECIDED BY THE PUISNE JUDGE.

The Acting Puisne Judge, Mr. Justice Wakeland, delivered judgment in the Summary Court this afternoon in the case in which J. J. C. Lorentzen, Harbour Master at Kongmoon, and Mrs. Lorentzen filed a suit against L. Gameso, proprietor of the Astor House Hotel, to recover the sum of $250 for damage done to the goods and belongings of plaintiffs owing to and through the negligence of defendant and his servants while the plaintiffs were staying at the hotel. Mr. P. M. Hodgson, of Messrs. Ewens and Harston, appeared for the plaintiffs and Mr. Ozeto Kong Sing represented the defendant.

His Lordship said that his finding in that case would be in favour of the plaintiffs. That the plaintiffs' personal effects were damaged was not disputed and it was not suggested that the evidence of such damage was concocted. He was satisfied that during heavy rains, the luggage-room became swamped and in his opinion the place was unfit to hold luggage at such times. The plaintiffs stated that when their luggage was taken out, water streamed out of it. When the boxes were placed on the truck, they were found to be so heavy, that the coolies banged them on the truck and a quantity of liquid came out of them—more than one tumbler of water. In view of the fact that about eight inches of rain fell during two days, he had no hesitation in saying that the luggage got swamped. In his opinion, the damage was due principally to the heavy rains which fell on the morning of the 29th June. His Lordship dealt with the point of law raised by the defence that the plaintiffs were not entitled to damages because they did not open the boxes then and there but it came out in evidence that the plaintiffs had to proceed to Kongmoon at a certain hour and obviously there was no time to examine the contents of the boxes. Plaintiff's frank demeanour in the box had a most convincing effect on his Lordship's mind. Mr. Blumenthal, the manager of the Astor House, made certain statements in the box which amounted to an admission of liability and he had tried to qualify that admission by saying that there might have been bottles containing liquid in the boxes and if the bottles got broken he was not liable. The evidence, however, distinctly showed that there were no bottles in the trunks. The question of liability had not been settled by any English Court but the matter had been litigated in America and there it was held that the moment the luggage was brought into a hotel it was under the protection of the landlord. It was, therefore, not necessary for him to deal with the point of law raised by Mr. Hodgson that the Common Law liability of the defendant as landlord commenced from the time the luggage receipts were handed by Mr. Blumenthal. He would give judgment for the plaintiffs with costs, the question of damages to be referred to the Registrar.

HONGKONG ASSOCIATION FOOTBALL LEAGUE.

SECOND DIVISION.

The fixtures for 1910-1911 are as follows:—

1st Round.

H. K. Police	*vs.*	88 Coy. R.G.A.
83rd Coy. R.G.A.	*vs.*	B.O.C.

87 Coy. R.G.A. Bye.

Must be completed on November 5th, 1910.

2nd Round.

87 Coy. R.G.A.	*vs.*	B.O.C.
88 Coy. R.G.A.	*vs.*	83rd Coy. R.G.A.

H.K. Police Bye.

Must be completed on November 12th, 1910.

3rd Round.

83rd Coy. R.G.A.	*vs.*	87 Coy. R.G.A.
H.K. Police	*vs.*	B.O.C.

88 Coy. R.G.A. Bye.

Must be completed on November 19th, 1910.

4th Round.

H.K. Police	*vs.*	87 Coy. R.G.A.
B.O.C.	*vs.*	88 Coy. R.G.A.

83rd Coy. R.G.A. Bye.

Must be completed on November 26th, 1910.

5th Round.

3rd Coy. R.G.A.	*vs.*	H.K. Police
88 Coy. R.G.A.	*vs.*	87 Coy. R.G.A.

B.O.C. Bye.

Must be completed on December 3rd, 1910.

6th Round.

83rd Coy. R.G.A.	*vs.*	87 Coy. R.G.A.
H. K. Police	*vs.*	B.O.C.

88 Coy. R.G.A. Bye.

Must be completed on December 10th, 1910.

7th Round.

H. K. Police	*vs.*	88 Coy. R.G.A.
83rd Coy. R.G.A.	*vs.*	B.O.C.

87 Coy. R.G.A. Bye.

Must be completed on December 17th, 1910.

8th Round.

83rd Coy. R.G.A.	*vs.*	H. K. Police
88 Coy. R.G.A.	*vs.*	87 Coy. R.G.A.

B.O.C. Bye.

Must be completed on December 24th, 1910.

9th Round.

87 Coy. R.G.A.	*vs.*	B.O.C.
88 Coy. R.G.A.	*vs.*	83rd Coy. R.G.A.

H.K. Police Bye.

Must be completed on December 31st, 1910.

10th Round.

H. K. Police	*vs.*	87 Coy. R.G.A.
B. O. C.	*vs.*	88 Coy. R.G.A.

83rd Coy. R.G.A. Bye.

Must be completed on January 7th, 1911.

The dates given for above matches must be adhered to as far as possible except by the order of the committee.

Secretaries of Clubs will be notified of the grounds and names of referees each week.

HONGKONG FOOTBALL CLUB.

SIX-A-SIDE COMPETITION.

Two matches were decided yesterday afternoon in the above Club competition. One resulted in a one sided game and the other a closely contested one. Barlow's team defeated Gregory's by one goal to nil, and the other game Goggin lost to Hamilton's team by 5 goals to nil.

REPUBLICAN MACAO.

"THE BREADLESS HOUSE."

The *Hongkong Telegraph* in its leading article on Monday aptly quoted a Portuguese proverb, which may be parodied somewhat as follows: "Where the carcase is, there shall the birds be gathered together, and every single one of them will be a vulture." In Portugal Kingship, Nobility and Religion lie slain, and the scramble for the spoils can only provide sport for the heartless and unfeeling. All the parties in the State have been vultures, and are not likely to change their character in changing their coat and their name. The amount of useful knowledge which enabled the usurper of power in Lisbon, President Braga, to be a professor of a university once world-renowned and respected, does evidently not include any knowledge of the actual circumstances and requirements of Macao. For he proclaimed to the ex-President of the "Leal Senado" that autonomy would be granted by the new piratical régime in Lisbon to the people and Colony of Macao. That unhappy man, the ex-President and present expounder of such views as might be expected to be held by such people as those who tore down their flag last week, has tamely trotted after his republican master

LIKE A BAA LAMB.

For he appears to have expended upon the question of autonomy for Macao nothing that can be called thought. He has only said, as the English member did after Mr. Burke had spoken: "I say ditto to Mr Braga", and then imagines that he has made an original speech. Neither the usurper nor he has really given the matter any serious consideration Autonomy or complete self-government (saving only a veto in reserve which, remains there practically for ever) involves heavy duties and responsibilities, and makes imperative demands on men's purses, diligence and capability. Only the very greatest of the British Colonies are autonomous. Macao alone cannot even raise a corps of men for her garrison, which is sent her from Portugal, and of which we think she would be well rid, of that portion, small, we hope, which consists of an anti-religious gang of mutinous revolvers. She cannot even provide herself with a doctor. Her gunboats have to come to Hongkong to be patched up when something goes wrong. How in the world is Macao going to provide for its yearly Budget? Officials, armies and navies, police, a thousand things and hundreds of men have to be paid for by an autonomous Government. If it be objected that until

SENHOR MARQUES,

the present Governor of Macao, went to Timor and governed that Colony so well and so wisely that he managed to make it not only self supporting but prosperous, Macao used to have to be bled to pay for a portion of Timor's support, and that therefore Macao alone ought to be well able to manage for herself, we are driven to reply that the trade of Macao is dwindling and so is her revenue The opium farm alone is about a third of what it used to be, and the remainder of the bulk of the revenue is derived from very unsavoury sources. Is it suggested that Macao should become the gambling hell and the stews of the East? Even if those bitter wells were further tapped, the result would still be meagre. One hope remained—once. It was that under the young King, who as he grew older might be expected to grow in strength and self-confidence, Portugal would enter upon an era of reform, political purity and unexampled prosperity. The undeveloped riches of Portugal and her still great Colonial Empire are of a value almost beyond belief, and would attract capital under an honest régime. It was hoped by lovers of fair Lusitania that the time was not far distant when Portugal would be in a position to guarantee the loan of six million dollars needed for

THE HARBOUR WORKS

at Macao. When those works had been completed Macao would have been in a better position than she has been for two or three generations. For it must not be forgotten that the position of Macao was once extremely favourable for inland navigation, Even now, under proper administration, she might do something in the way of light draft motor boats trading in inland waters. But under republican autonomy, what will Macao get? Nothing. For the promise of autonomy under a régime that has not the confidence and the credit of the World at its back is no better than the promise of a drunken man With just enough money barely to pay the salaries of her officials and that with sums derived from sources we would rather not mention and the ruinous madness of the gaming tables, Macao will have to appeal to Lisbon, on her knees begging for alms. What will the pirates who govern the newest Republic reply? They will first advise the autonomous Macaense to rob the Church. I wish them joy of it. In other columns than those of this paper a writer who with some propriety assumes a geometrical pseudonym which sufficiently proclaims his contradictions and turbid mind, has

ATTACKED THE PRIESTHOOD

of Portugal, including of course that of Macao. Even if the priesthood were tainted with laxity of morals and paucity of learning, it would still be entitled to the privileges of citizenship, nor could such faults on its part be made a valid excuse by the State to perpetrate an act of open spoliation. It may be that the secular clergy of Portugal and her dependencies do not exhibit the same Apostolic virtues as that of other Catholic countries. If so, perhaps the disestablishment of the Church, while being an immoral and violent act, may in the end prove a blessing. I know that poor as the people are they will still contrive to support their clergy. This question is really beside the point. I do not see anywhere any justification for being valiant against unarmed priests. It is quite easy for a mob of half drunken ruffians to attack and ill-use a few priests, but the ease of such a deed does not diminish its cowardice and brutality. If the hungry people of Macao permit their Church to be robbed, they will not be any the richer. I refuse to believe that the Macaenses as a whole can be guilty of such sacrilege. Those who imagine that the religious orders are rich, and that a lucrative source of wealth will be tapped by plundering them, are so deeply in error than I fear no argument of mine, no assurance of my real knowledge of the subject, will avail to enlighten them. I should not like to be present when the brave soldiers of autonomous Macao take over the property of the Jesuit Fathers, because I hate the sight of disgusting and violent deeds. But I should like to see the faces of the Ministers of the new Government when they have calculated and are contemplating the net result. What that will be is easy to forecast. After the expulsion of the religious orders hungry Macao will have more mouths to feed than ever and

LESS BREAD THAN EVER

in her breadless house. What quarrels there will be, what desperation! Indeed, I see no hope at all ahead and I should much like to hear of some really sound and practical scheme for making an autonomous Macao really solvent. It would be useful to know how it is to be done, and I shall be the first to congratulate those who can inform the public of an attempt, for the first time successful, to square the circle. It will be a valuable lesson in the higher mathematics of finance, and our own administration in Hongkong, with all its ability and conscientiousness will no doubt study it to advantage. Were it possible to make Macao pay her way without drawing on sources of revenue which our great non-Christian neighbour China has repudiated and is closing up, the republican faction would not gain at all by it, for so happy a discovery would be promptly taken advantage of by the Macaense to elect a loyal senate and re-hoist the king's flag. Speaking for myself and, I am assured, the overwhelming majority of Portuguese Macaense, such a consummation, so devoutly to be wished, would be acclaimed with delight, and indeed it is hard to imagine who could fail to rejoice at it—save those to whom I refrain from applying harsh epithets. All men know, however, that when the most beautiful, the most exquisite music is being played, dogs will howl.

SO LET THEM HOWL

at hearing of prayer for an autonomous and solvent Macao, with her King's flag flying from a loyal senate house. This is an aspiration for the impossible, we fear, but had there been a few more men of the courage of that gentleman who, being present at the disgraceful ceremony of the lowering of the King's flag, was brave enough and loyal enough to cry "Long live King Manuel!" and (we have heard, but are fain to disbelieve it) was brutally struck on the head with a scabbard by a soldier Had there been a few more such, united and well led, that miserable business need never have taken place, and with the King's flag still flying, with the aid of much self-sacrifice, perhaps a self-sacrifice as great as that which glorified Macao of old, a successful effort might have been made to keep above the sloughs of insurgency as well as the mire of rebellion. Under a republican autonomy which must of necessity include all Chinese who are Portuguese "citizens," we shall be interested, but grieved at the inevitable result. Four-fifths of the land and nine-tenths of the capital in Macao belong to Chinese. The Chinese "citizens" outnumber their Portuguese fellows by more than four to one. *Mêne, Mêne, Thekel, Upharsin.* Good-bye sweet Cidade do Nome de Deos en China.

The insolence with which our Macao contemporary the *Nova Vida* accuses my country of Socialistic tendencies may be forgiven him in view of the fact that "a robber of henroosts" (he applied the name to himself) called Lloyd-George has to a certain extent succeeded in cramming some Socialistic legislation down the throats of a tame and submissive Parliament. But England is far from Socialist; Scotland is candidly individualist, and Scotsmen, sure of their own strength, can fend for themselves without begging for State aid; Catholic Ireland abhors Socialism, and what is true of the self-reliant Scots is true of the hardy and capable Protestants of Ulster. It is futile and only exposes the weakness of a defence without the cannon and armour of sound argument, to babble about republican and socialist tendencies in Europe as a justification for

RAISING THE RED FLAG OF REBELLION,

committing high treason, murdering people in the streets, bombarding palaces, insulting religious ladies and invading the privacy and sanctity of their convents, plundering Churches, and in general behaving as rebels do behave. Dr. Lux-Nolasco has not been able to find any defence for these things, any more than he has found any compatibility between the impending or threatened expulsion of the Italian Sisters from the Casa de Beneficencia, and the prophecies he uttered of Macao's future prosperity under a republican régime. What conceivable justification will that able and candid dialectician succeed in making for the sentence of perpetual banishment from their country of the whole House of Braganza especially Dom Manuel and his universally loved and respected mother, Queen Amelia? These admittedly gentle and harmless people, who represent all that *dignifies* a Monarchy and one of the noblest families on earth, and all that should command reverence, admiration and loyalty, are robbed and driven away from their country. Perhaps the *Nova Vida* will be lost in admiration at the honesty of the republican pirates in sending Dom Manuel's clothes after him. There is much to be said for robbing the Nobility, and every word of it worthy of the leader of a band of brigands. The existence of a class superior in birth and manners to others is of course intolerable to a mean mind, steeped in envy and jealousy. Its attitude is reminiscent of the French Revolution, where a poor man was sentenced to the guillotine for no offence in this world except that he had clean hands. It cannot be objected that the whole Nobility must be turned out of their native country neck and crop because some of their number have been as vile, as corrupt and as unpatriotic as the worst Commoners who have been robbing the public purse of Portugal and her Colonies. By the same argument out should go all the Commoners too. We are not surprised that there has been so far no mention in the piratical programme of a complete abolition of all police and all Law Courts. Now that the pirates are in at least temporary power, they will naturally have a police and Courts of their own, where everybody but themselves may be penalised, thus emulating the French Revolutionaries. I have already said nearly enough about the item of their programme which concerns Religion. I do not know what the Pope will say to it, but nobody need be surprised if this tyrannical interference with people's religious belief

LEADS TO CIVIL WAR

try as the Holy Father may to avert so dire a calamity. Religious persecution pure and simple is the programme of Messrs. Marat, Danton, Robespierre, St. Just & Co. reincarnate in Sr. Braga and his fellow Jacobins. The needless villainy of it all will be apparent from the defence made by these rebels and their sympathisers. They point to the lamentable failure of the late Ministers of King Manuel to effect reforms as an excuse for not even making a pretence at a constitutional method of providing a remedy. The King has not reigned for two years before they attack, not his ministers, but him and his innocent family. They allege reasons which have been advanced for the justification of the French Revolution, without there being any analogy at all between the conditions prevailing in the France of 1789 and those in the Portugal of 1910. It cannot be too plainly and clearly said that the party now in Lisbon are in every sense of the word rebels and traitors, enemies of their Country, their Nation, their race, foes to God, to all religion, especially that of the Cross, and sympathisers with, if not actually accomplices in, the murder of one King and the banishment of another. I have a

RIGHT TO DEMAND

candour in any critic or partisan opponent of the views I have felt it my duty to express as a contributor to this newspaper. If any such critic or opponent is prepared to say honestly that he "does not like this republican and anti-religious business at all, but *que voulez-vous? On doit vivre!* that after all a man must live, even if it be by submitting to tyranny, and joining with the tyrants, even at the cost of having to defend the indefensible," we shall say that this may apply to such officers and others whose stomachs are strong enough to stand the swallowing of a broken oath, but that it is no valid argument. . . . And if another kind of opponent will only be just a little more candid and own up that he is really a looter and a pirate, and that robbing people doesn't hurt him at all, and that he actually is an enemy of the Christian religion, I answer that for being a pirate he ought to be hanged or otherwise dealt with by his lawful Government, and that as an enemy of God and the Christian Faith he will very surely find the fate in store for all those who blaspheme His holy Name, and that I regret that the days of Crusades are over.

THE TRIANGLE.

GREAT NORTHERN S.S. CO.

ITS PROMISES TO THE PUBLIC.

The Great Northern Railway Company is spending nearly two millions of dollars on the "hill," as the main line is known from Scenic to Cascade Tunnel, in an effort to make the road impregnable against snow slides during the winter months. This vast sum of money is being expended for the construction of snow sheds, timber and concrete, for rebuilding two miles of the main line at and near Berne, East of the East portal of the big bore; for new buildings at Wellington and Scenic; for additional tracks at Wellington, and for other work incidental to a model winter rendezvous for a large body of men whose duty it shall be to fight snow and keep the main line open at all times that the Company may serve its patrons as it desires.

In the latter part of last April, several weeks after the destructive snow slide at Wellington, in which a number of lives were lost and much valuable property destroyed, James J. Hill, chairman of the board of directors; L. W. Hill President, L. C. Gilman, assistant to the president; Chief Engineer Hogeland, and other officials, visited Wellington and vicinity, and after investigating conditions, the veteran head of the system then and there decided to spare no money in making the "hill" as safe as possible during the winter months. In extending the road to the Coast, Mr. Hill surmounted all sorts of obstacles, and when told by his Engineers that the changes and betterments would cost a vast amount of money, he told them to go ahead, and do the "job as it should be done." The fulfillment of this order will be accomplished by the first of November, and possibly before, and by the time the Snow King spreads his mantle over the mountains the Great Northern will be in a position to operate trains and make time over the Cascades as it never has before. Should anything happen to cause a tie up at Wellington, passengers can rest assured that there will not be a repetition of last winter's disaster, as along the entire stretch swept by the slide will be a reinforced concrete snow shed, 3,300 feet long, the only one of its kind in the world. To protect its patrons and its property the Great Northern is spending $500,000 on this shed.

Events Coming.

Thursday, 20th October.

Property sale by Hughes and Hough, 12 o'clock, noon.
Legislative Council meeting, 2.30 p.m.

Monday, 24th October.

Breaking-up of Camp, Hongkong Volunteer Corps.

Wednesday, 26th October.

Corinthian Yacht Club, annual meeting.

Friday, 28th October.

Opening Night of Harmston's Grand Circus at Causeway Bay, 9 p.m.

To-day's Advertisements.

NOTICE.

THE RUSSO-CHINESE BANK having amalgamated with the Banque du Nord on 17th October, 1910, under the style of THE RUSSO-ASIATIC BANK, all the Assets and Liabilities of the former are transferred to the Russo-Asiatic Bank.

RUSSO-CHINESE BANK.
Hongkong, 19th October, 1910. 1659

NOTICE.

THE Assets, Liabilities and Business of the Russo-Chinese Bank have been taken over by the Russo-Asiatic Bank as from the 17th day of October, 1910, and the Business formerly carried on by the Russo-Chinese Bank will be CONTINUED by the RUSSO-ASIATIC BANK in the same premises and under the same management.

RUSSO-ASIATIC BANK.
Hongkong, 19th October, 1910. [660

FROM EUROPE.

THE H.A.L. Steamship

"SENEGAMBIA,"

Captain Eckhorn, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 24th inst., at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 19th October, 1910. [661

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZESS ALICE,"

Captain P. Grosch, will leave for the above places TO-MORROW, the 20th October, at 6 A.M.

For further Particulars, apply to
NORDDEUTSCHER LLOYD.
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1910. [7

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"PRINZESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 26th of October, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 26th of October, at 9.30 A.M.

All Claims must reach us before the 30th of October, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

THIS STEAMER BRINGS CARGO
Ex s.s. *Therapia* from Smyrna.
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 19th October, 1910. [7

COMMERCIAL.

19th October, 1 p.m.

The following quotations for rubber shares by wire, are supplied by Messrs. E. S. Kadoorie & Co.:—

Allagars	4/9
Anglo-Javas	Tls. 7
Anglo-Malays	23/3 ex div.
Balgownies	$12½
Batu Tigas	100/-
Bertams	7/-
Bukit Kajangs (pp.)	46/-
Carey Uniteds	19/9 prem.
Castlefields	120/-
Changkat Serdangs	$10½
Cheras (part paid)	$8 prem.
Do. (fully paid)	$18
Damansaras	150/-
Eastern Internationals	13/9 prem.
Glenealys	$2
Highlands and Lowlands	10 1/6 ex div.
Indragiris	$17
Kamunings	5/6 prem.
Kuala Lumpors	165/-
Lanadrons (fully paid)	—
Lanadrons (ppd.)	—
Ledburys	75/-
Linggis	41/6
London Asiatics	12/- ex div.
London Ventures	6/-
Merlimaus	6/-
Pajams	$12½
Pegohs	$30
Rubber Trusts	20/- prem.
Saggas	270/-
Sandycrofts	$30
Sapongs	24/-
Seafields	£6.10/-
Shelfords	70/-
Singapore & Johores	$12
Sumatra Paras	10/-
Sungei Chohs	97/6
Sungei Kapars	14/9
Tangkahs	32/6
Tonrangie	2/- prem.
United Serdangs	100/-
United Singapores	$1.40
United Sumatras	8/6
United Langkats	80/-
Duffs	14/9
Tronohs	32/- ex div.
Para Rubber	6/- per lb.

Intimations.

ASAHI
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and
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AWARDED
GOLD MEDAL
AT
ANGLO-JAPANESE
EXHIBITION.

PRICES:

4 Doz. Quarts ..... $12.00 per case
8 Doz. Pints ..... $13.50 " "

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WINE
MERCHANTS

THE BRITISH-FOREIGN IMPORT & EXPORT COMPANY, Central Buildings, Liverpool, England, is prepared to receive Consignments of Local Produce on best terms. 458

Intimations.

APPLES!
APPLES!
"TASMANIAN STURMERS"
of
EXCELLENT QUALITY
20 cents per lb.

THE DAIRY FARM CO.,
LIMITED.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LD.

(CAPITAL PAID UP ..... $1,250,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c.,
Undertaken and Executed.
SHEWAN, TOMES & Co.,
General Managers.
Hongkong, 19th March, 1908. [41

HARMSTON'S GRAND CIRCUS

AND ROYAL MENAGERIE OF PERFORMING WILD ANIMALS.

GRAND OPENING NIGHT: FRIDAY, OCT. 28th, at 9 p.m.

LOCATION: CAUSEWAY BAY.

Our New all Star Company of London and Continental Artistes

30 IN NUMBER 30

JOHN ROUGAL'S

Most up-to-date Animal Act in the World.

FIVE FULLY GROWN TIGERS

Performing in a large cage erected in the Circus arena.

THE BROTHERS KAVANAGH,
AUSTRALIA'S PREMIER SOCIETY JUGGLERS.

THE WEITZMAN TROUPE
(5 in Number)
Gymnasts, Equestrians and Acrobats.

THE TRIO FROLIC
Two Ladies and One Gentleman.

THE SISTERS LOUISE AND ANGELINA BASCA
In their great Surprise Sharpshooting Act with Repeating Rifles and Pistolet.
(Cartridges 22 Shot).

Piccolo and Fiori (Continental Comedians)
With their Canine Wonders who appeared before the King and Queen at Buckingham Palace.

ALSO THE FUNNY DUMMY AGOUSTE "SHADOW"
WHO PERFORMS THROUGHOUT THE WHOLE PROGRAMME.

RUDSIT, TRAMP CYCLIST.

Miss JESSIE BOWER,
Song and Dance Artiste.

DICK HAYES.
Talking and Singing Clown.
NOVELLAS,
The Mirthful Mimic.

AND

THE CHAMPION ALL ROUND DUO,
JENNIE & WILLIE HARMSTON-LOVE.

OUR STUD OF PERFORMING HORSES AND PONIES TRAINED AND INTRODUCED BY
AFRED RYAN.

OUR BEAUTIFUL ARAB STALLIONS.

Our Menagerie consists of performing Elephants, Tigers, Leopards, Bears, Kangaroo, Emu, African Baboon, Dogs, Monkeys, &c.

Booking for Boxes and First Class Chairs at ROBINSON PIANO COMPANY.

SPECIAL MATINEE PERFORMANCES
WEDNESDAY and SATURDAY AFTERNOONS.
Doors open at 3 o'clock. Performance at 4 sharp. Children, Half Price at Matinees only.
Evening Performance at 9 sharp Doors open one hour earlier.

PRICES OF ADMISSION.

Full Box 6 Chairs	$15.00	Stalls	$ 1.00
Single Seat (Box)	3.00		
Chairs	2.00	Gallery (Natives only)	50

Soldiers and Sailors in Uniform half-price to the $1 and $2 seats.
BOOKING AT ROBINSON PIANO CO.
N.B.—Special Train will run before and after the Performance.

MADAME HARMSTON-LOVE, Proprietress.
COL. BOB LOVE, Manager.
R. ALTON,
W. H. BROWNE, } Agents.
Hongkong, 15th October, 1910. 1657

NICOLA ESCAPED

from our box at the City Hall, but neither he nor anyone else can escape from the fact that

Dr. MacKenzie's Stout

is the best Stout to take now that the Cool Weather has set in. For anyone training for Athletics of any sort it is invaluable. It builds up the Nerves and Tissues, and taken after a strenuous game it has a marvellously invigorating effect.

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Hongkong, 13th October, 1910.

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Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of
11 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.
SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

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"EMPRESS OF CHINA" SATURDAY, OCT. 29TH.
"MONTEAGLE" TUESDAY, NOV. 8TH.
"EMPRESS OF INDIA" SATURDAY, NOV. 19TH.
"EMPRESS OF JAPAN" SATURDAY, DEC. 17TH.
"EMPRESS OF CHINA" SATURDAY, JAN. 14TH.
"MONTEAGLE" WEDNESDAY, JAN. 25TH.

From Quebec.
"ALLAN LINE". FRIDAY, NOV. 25TH.

From St. John.
"EMPRESS OF BRITAIN" FRIDAY, DEC 16TH.
"ALLAN LINE" FRIDAY, JAN. 13TH.
"ALLAN LINE" FRIDAY, FEB. 10TH.

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HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line) £71.10/-

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R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

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Via New York ..... £45.

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12] Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	*YUENSANG**	...FRIDAY, 21st Oct., 4 P.M.
TIENTSIN	*CHIPSHING**	...MONDAY, 24th Oct., Noon.
SHANGHAI	*KWONGSANG*	...TUESDAY, 25th Oct., 4 P.M.
SHANGHAI, KOBE & MOJI	*FOOKSANG*†	...FRIDAY, 28th Oct., Noon.
MANILA	*LOONGSANG**	...FRIDAY, 28th Oct., 4 P.M.
S'GAPORE, PENANG & CALCUTTA	*KUTSANG**	.....SATURDAY, 29th Oct., Noon.

RETURN TOURS TO JAPAN (OCCUPYING 24 DAYS).

The steamers *Kutsang*, *Nansang* and *Nooksang* leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze Ports, Chefoo, Tientsin & Newchwang.

‡ Taking Cargo on through Bills of Lading to Kudat, Lahad, Datu, Simporna, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to JARDINE MATHESON & CO., LD.
Telephone No. 215. General Managers.
Hongkong, 19th October, 1910. [8

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.		
SHANGHAI	"CHINHUA"	20th	Oct.,	4 P.M.
HAIPHONG	"SINGAN"	21st	,,	10 A.M.
SHANGHAI	"ANHUI"	22nd	,,	Midnight.
MANILA	"TEAN"	25th	,,	4 P.M.
SWATOW, CHEFOO & TIENTSIN	"KOEICHOW"	25th	,,	4 P.M.
ILOILO & CEBU	"SUNGKIANG"	25th	,,	4 P.M.

Reduced Saloon Fares, single and return, to Manila and Australian Ports.
DIRECT SAILING TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (*Anhui*, *Chowan*, *Linan*, *Chinhua*,) —with excellent passenger accommodation, Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

Fares:—$45 single, $80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE,
Telephone No. 36. AGENTS.
Hongkong, 19th October, 1910. [9

HONGKONG—MANILA.

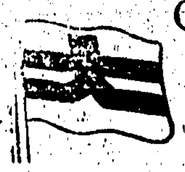
CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Rodger	MANILA	SATURDAY, 22nd Oct., at Noon.
SAPIRO	2540	A. Fraser	,,	SATURDAY, 29th Oct., at Noon.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.
GENERAL MANAGERS.
Hongkong, 17th October, 1910. [4

Shipping—Steamers.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration.)

TRANS-PACIFIC SERVICE,

Connecting at TACOMA with
THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,
AND
THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY,
(The only direct train service, without transhipment, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
VICTORIA, B.C. & TACOMA v. MOJI, KOBE AND YOKOHAMA	"CHICAGO MARU"	6,182	WEDNESDAY, 2nd Nov., at Noon.
VICTORIA and TACOMA v. MOJI, KOBE AND YOKOHAMA	"TACOMA MARU"	6,178	WED'DAY, 30th Nov., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE,

For	Steamers	Leaves
TAMSUI via SWATOW and AMOY	"DAIGI MARU"	SUNDAY, 23rd Oct., at 10 A.M.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 26th Oct., at 10 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU"	THURSDAY, 27th Oct., at 10 A.M.

CHEAPEST THROUGH PASSAGE to NANKING, in connection with The Nisshin Kisen Kaisha's steamers at Shanghai, for THE NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1st Class.	2nd Class.	3rd Class.
$73.00	$55.00	$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Buildings.

S. HIROI, Manager.
Hongkong, 17th October, 1910. [6

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.		SAILING DATES. 1909
MARSEILLES, LONDON AND ANTWERP Via SINGAPORE, PENANG, COLOMBO AND PORT SAID	HIRANO MARU, Capt. H. Fraser;	Tons 9000	WEDNESDAY, 26th Oct., at Daylight.
	TANGO MARU, Capt. A. Christiansen,	Tons 8000	WED'DAY, 9th Nov., at Daylight.
	KAMO MARU, Capt. F. L. Sommer,	Tons 9000	WEDNESDAY, 23rd Nov., at Daylight.
VICTORIA, B.C., & SEATTLE	‖ SADO MARU, Capt. S. Hioldahl,	Tons 7000	SATURDAY, 5th Nov From KOBE.
VICTORIA, B.C., & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	‖ TAMBA MARU, Capt. K. Sato,	Tons 7000	TUESDAY, 8th Nov., at Noon.
	§ AWA MARU, Capt. S. Ishizawa,	Tons 7000	TUESDAY, 6th Dec., at Noon.
SYDNEY AND MELBOURNE, Via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	NIKKO MARU, Capt. M. Yagi,	Tons 6000	FRIDAY, 28th Oct., at Noon.
	KUMANO MARU, Capt. M. Winckler,	Tons 6000	FRIDAY, 25th Nov., Noon.
BOMBAY via SINGAPORE & COLOMBO	¶ CEYLON MARU, Capt. Fred. Pyne,	Tons 6000	WEDNESDAY, 26th October, P.M.
SHANGHAI, MOJI & KOBE	‡ COLOMBO MARU, Capt. E. Combes,	Tons 5000	WEDNESDAY, 26th October.
NAGASAKI, KOBE and YOKOHAMA	KUMANO MARU, Capt. M. Winckler,	Tons 6000	WEDNESDAY, 26th Oct., at Noon.
KOBE and YOKOHAMA	AKI MARU, Capt. K. Homma,	Tons 7000	THURSDAY, 17th Oct., at 5 P.M.
YOKOHAHA	KAWACHI MARU, Capt. H. Peterson,	Tons 7000	SUNDAY, 23rd October.

‖ Fitted with new system of wireless telegraphy. ‡ Cargo only. * Carries deck passengers
¶ Calling at Saigon.

PASSENGER SEASON 1911.

SAILINGS AND PASSAGE RATES FROM HONGKONG.

To Marseilles and London via Suez Canal.

Steamers.	Tons	Leave Hongkong
MIYASAKI MARU	9,000	15th Feb.
KITANO ,,	9,000	1st March
IYO ,,	7,000	15th ,,
HIRANO ,,	9,000	29th ,,
TANGO ,,	8,000	12th April
KAMO ,,	9,000	26th ,,
AKI ,,	7,000	10th May
MISHIMA ,,	9,000	24th ,,

RATES OF PASSAGE.

To London, per New Steamer
1st class Single ... Y550
,, ,, ,, ,, Return ... 825
,, ,, ,, 2nd class Single ... 360
,, ,, ,, ,, Return ... 540
,, ,, Old Str. 1st class Single ... 502
,, ,, ,, ,, Return ... 750
,, ,, ,, 2nd class Single ... 330
,, ,, ,, ,, Return ... 495

To Victoria, B.C. and Seattle, Wash. U.S.A.

Steamers.	Tons	Leave Hongkong
AWA MARU	7,000	28th Feb.
INABA ,,	7,000	28th March
TAMBA ,,	7,000	25th April
AWA ,,	7,000	23rd May

RATES OF PASSAGE.

To Pacific Coast Common Points
1st class Single ... £30
,, ,, 2nd ,, ,, ... £21
To London via New York 1st ,, ,, ... £60
,, via St. Lawrence 1st ,, ,, ... £59

With option of rail between calling ports in Japan.

Connecting with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, &c., apply to
T. KUSUMOTO,
Manager [1

Shipping—Steamers.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM
FOR
STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship
"DEVANHA,"
Captain H. Powell, carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 29th October, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. *Malwa*, 10,883 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the R.M.S. *Marmora*, due in London on 10th December, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to
H. A. HEWETT,
Superintendent.
Hongkong, 17th October, 1910. [4

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship
"GREGORY APCAR,"
Captain S. H. Belton, will be despatched for the above ports TO-MORROW, the 20th inst., at Noon.

For Freight or Passage, apply to
DAVID SASSOON & Co., LIMITED,
Agents.
Hongkong, 19th October, 1910. [654

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG
FOR
VICTORIA, VANCOUVER AND SEATTLE
VIA
SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	On or about
Kumeric	6,232	G. B. McGill	1910 20th Oct.
Aymeric	4,363	J. Boyd	20th Nov.

Calling at Amoy and Kowlung if sufficient inducement offers.

These steamers are specially fitted for the carriage of Asiatic Steerage passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.
Queen's Buildings.
Hongkong, 27th September, 1910. [11

HONGKONG-NEW YORK.

AMERICAN-ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

S.S. "INDRAVELLI" ... SATURDAY, 22nd Oct., 1910.

For Freight and further information, apply to
SHEWAN, TOMES & Co.,
General Agents.
Hongkong, 12th October, 1910 [621

REGULAR STEAMSHIP SERVICE TO NEW YORK,

VIA PORTS AND SUEZ CANAL
(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK ONLY:

S.S. "LOTHIAN" ..... To sail hence on or about 29th Oct.

For Freight and further information, apply to
DODWELL & Co., LIMITED,
Agents.
Hongkong, 13th October, 1910. [16

Consignees.

"MOGUL" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
STEAMSHIP "SIKH,"
FROM MIDDLESBROUGH, GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 15th prox., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 24th instant, at 2.45 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 17th October, 1910. [658

NORDDEUTSCHER LLOYD, BREMEN.
IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.

THE Steamship
"PRINZ WALDEMAR,"
having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd of October will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd of October, at 9.30 A.M.

All claims must reach us before the 27th of October, 1910, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
General Agents.
Hongkong, 16th October, 1910. [7

NOTICE TO CONSIGNEES.
FROM BOMBAY, COLOMBO AND STRAITS.

THE P. & O. S. N. Co.'s Steamer
"ASSAYE,"
Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London &c., *ex* s.s. *Macedonia*.
From Persian Gulf, *ex* B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared by the 19th inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignee's and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 13th October, 1910. [4

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"JAPAN,"
FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed *at their risk* in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

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No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 17th October, 1910. [4

THERAPION MAY NOW ALSO BE OBTAINED DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY
TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 in a remarkably short time, often a few days only, removes all discharges, effectually superseding injections, the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2 for impurity of blood, slurvy, pimples, spots, blotches, pains and swelling of joints, secondary symptoms, gout, rheumatism, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the destruction of sufferers' teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates all poisonous matter from the body.

THERAPION No. 3 for exhaustion, sleeplessness, and all distressing consequences of dissipation, worry, overwork, early error, excess, &c. It possesses surprising power in restoring strength and vigour to those suffering from enervating influences of long residence in hot, unhealthy climates.

THERAPION is sold, principal Chemists throughout the world. Price in England 2/6 per packet. In ordering, state which of the three numbers required, and observe above Trade Mark, which is a fac-simile of word "THERAPION" as it appears on British Government Stamp (in white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by all Chemists.

RUBBER ESTATE RETURNS.

	August	Sept.	Total.
Allagar	3,550		21,970
Alor Pongsu	2,579	2,628	12,157
Alma	1,000	1,100	4,850
Anglo Malay	52,654	59,162	464,218
Ayer Kuning	295	320	1,786
Ayer Molek	1,810		8,900
Ayer Panas	1,090		2,870
Balgownie	8,000	7,653	76,367
Batak Rabit	1,200	1,300	3,835
Bantong	3,400	4,133	19,307
Batu Caves	15,807		89,342
Batu Tiga	8,315	9,602	63,876
Bertam	12,000		73,543
Bikam	2,500	3,145	16,767
Brisk	1,529	1,675	5,893
Bukit Kajang	5,513	5,293	34,164
Bukit Rajah	35,908		272,643
Bukit Lintang	4,000	4,700	29,970
Bukit Timah	873	1,422	3,861
Bukit K. B.	361		993
Carey United	12,250	11,250	86,550
Castlefield	4,579	5,047	31,168
Changkat Serdang	3,861		23,447
Changkat Salak	1,500	2,157	7,148
Cheng	—	950	950
Cicely			78,166
Consolidated Malay			164,835
Caledonia	23,000	26,000	179,227
Chumor			2,174
Chersonese	2,400	2,385	10,630
Damansara		93,190	258,100
Edinburgh	6,500		48,750
Federated (Selangor)		17,058	91,348
F.M.S. Rubber	33,100	34,145	423,862
Gedong	22,000	22,000	117,100
Glenealy	2,001	2,131	15,571
Glenshiel	4,788	4,784	29,493
Golden Hope	10,072	9,180	52,282
Golconda			86,853
Gula Kalumpong	—	10,800	20,800
Hai Kee	590	710	2,503
Harpenden	11,000	12,000	57,930
Haytor	618		967
Heawood	1,100		4,009
High & Lowlands	39,847	43,173	371,843
Inch Kenneth	10,521	12,895	112,486
Indragiri	861		3,696
Jimah	100		100
Jugra	10,018		51,072
Jebong	20,170	21,880	162,400
Kapar Para			80,708
Kamuning	8,880	8,940	127,612
Kempsey	3,950	4,099	27,134
Kepong	4,300		21,709
Klebang	232		488
Kota Tinggi			3,098
Kuala Klang			13,411
Kuran	3,001	3,141	10,458
Krian Rub. Est.	—	3,870	21,717
Kuala Lumpur	47,280	49,216	401,236
Labu	15,416	20,648	142,058
Lanadron	32,106	31,097	281,637
Ledbury	10,038	10,633	82,522
Linggi	73,500	78,000	587,500
London Asiatic	17,018	18,678	117,789
Malaka Pinda	331		331
Malacca Plant	27,000	33,000	220,000
Merton	2,250	2,278	11,972
New Serendah	605		1,020
New Singapore	60		160
North Hummock			33,610
Nova Scotia	16,300	17,500	83,405
Pajam	3,500		18,800
Patalling	28,090	27,654	234,927
Pegoh	3,800	5,204	30,420
Pengkalen Durian	835	1,156	2,959
Perak Plant	13,600		85,446
Port Dickson	785		4,244
Radella			1,017
Rembia			5,370
Ribu Rubber	5,797	6,679	47,846
Rubana	18,500	20,000	110,729
Ratanui	2,000	2,050	11,604
R'ber Growers Assn.	3,950		23,037
St. Helena	105		630
Sungai	7,800	6,415	54,171
Selaba	7,966	8,072	49,108
Sungei Choh	4,830		31,060
Sungei Kapar			115,600
Sandycroft	9,301		58,385
Seafield	18,671		114,409
Selangor			201,541
Seremban	31,538		246,852
Sembawang		663	1,469
Senawang	6,646	8,386	46,908
Shelford	11,000	11,700	69,301
S'pore & Johore	8,535	13,665	85,945
Singapore Para	5,000	5,275	44,375
Straits Rubber	10,100		156,380
Sungei Salak	3,700		19,889
Sungei Way	7,963		37,851
Sungkai Chumor	—	1,639	1,639
Seaport	—	879	879
Tambalak	1,124	1,127	3,215
Tanjong Malim	1,300	900	3,450
Telok Anson	790		2,625
Tali Ayer	12,300		82,300
Trafalgar	275	294	1,744
Tremelbye	6,500		27,663
Ulu Pandan	446		1,331
United Singapore			8,435
United Sumatra	4,630	4,850	26,848
Vallambrosa	—	33,700	186,437

[All totals are calculated for the calendar year instead of the financial year, which differs with many companies.—*Singapore Free Press.*]

THE WEATHER.

On the 19th at 12.55 a.—The barometer has risen moderately in Japan, and fallen slightly on the E. coast of China.

A depression appears to be developing over the Yangtze valley, and the high pressure area now covers the Sea of Japan.

Moderate monsoon may be expected over the N. part of the China Sea.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST,

1.—Hongkong and Neighbourhood, E. winds, moderate; fair.

2.—Formosa Channel, same as No. 1.

3.—South coast of China between Hongkong and Lamocks, same as No. 1.

4.—South coast of China between Hongkong and Hainan, same as No. 1.

COMMERCIAL.

TO-DAY'S EXCHANGE.

Selling.

London—Bank T.T.	1/10½
Do. demand	1/10 9/16
Do. 4 months' sight	1/10 13/16
France—Bank T.T.	2.36½
America—Bank T.T.	45½
Germany—Bank T.T.	92
India T.T.	139½
Do. demand	140
Shanghai—Bank T.T.	75½
Singapore—Bank T.T. per H.K. $100	87
Japan—Bank T.T.	92
Java—Bank T.T.	91

Buying.

4 months' sight L/C.	1/11
6 months' sight L/C.	1/11 3/16
30 days' sight San F'co & New York	46½
4 months' sight do.	47½
30 days' sight Sydney & Melbourne	1/11½
4 months' sight France	2.41½
6 months' sight "	2.43½
4 months' sight Germany	97
Bar Silver	25½
Bank of England rate	4 %
Sovereign	$10.55

SHIPPING AND MAILS

MAILS DUE.

Canadian (*Empress of China*) 20th inst.
Indian (*Fooksang*) 26th inst.
American (*Manchuria*) 28th inst.
Indian (*Laisang*) 1st prox.
American (*Chiyo Maru*) 1st prox.
American (*Asia*) 8th prox.

The H. A. L. s.s. *Suevia* left Singapore on 19th inst., a.m., and may be expected here on 27th inst.

The C. P. R. Co.'s s.s. *Empress of Japan* left Yokohama on 18th inst., at 3 p.m., for Victoria and Vancouver, B.C.

The Imperial German Mail s.s. *Bulow*, which left here on 21st ult., at noon, arrived at Genoa on 17th inst., at 10 p.m.

The O. S. K. s.s. *Tacoma Maru* left Tacoma for this port *via* Japan and Manila on 15th inst., and is expected to arrive here on 20th prox.

Shipping.

ARRIVALS.

Monteagle, Br. s.s., 6,163, W. Dixon, R.N.R., 18th Oct.—Vancouver 20th Sept., Milk, Lumber and Japanese Merchandise—C. P. R. Co.

Shansi, Br. s.s., 1,243, Pottinger, 18th Oct.—Pakhoi 16th Oct., Salt and Gen.—B. & S.

Chiyuen, Chi. s.s., 1,177, C. Stewart, 18th Oct.—Shanghai 15th Oct., Gen.—C. M. S. N. Co.

Aldenham, Br. s.s., 2,405, St. J. George, 18th Oct.—Kobe 13th Oct., Gen.—G. L. & Co.

Senegambia, Ger. s.s., 3,380, H. Eckhorn, 18th Oct.—Hamburg 3rd Sept., Gen.—H. A. H.

Princess Alice, Ger. s.s. 6,721, P. Grosch, 19th Oct.—Hamburg 8th Sept., Mails and Gen.—M. & Co.

Haitan Br. s.s., 1,186, J. W. Evans, 19th Oct.—Swatow 18th Oct. Gen.—D. L. & Co.

Chinhua, Br. s.s., 1,512, A. Harris, 19th Oct.—Canton 18th Oct., Gen.—B. & S.

Singan, Br. s.s., 1,047, F. Jamieson, 19th Oct.—Haiphong 15th Oct., and Holhow 18th Gen.—B. & S.

Tjipanas, Dutch s.s., 2,444, E. A. Kroes, 19th Oct.—Montok 10th Sugar.—J. C. J. L.

Anhui, Br. s.s., 1,350, J. B. Harris 19th Oct.—Shanghai 16th Oct., Gen.—B. & S.

Clearances at the Harbour Office.

Victoria, for Saigon.
China, for Shanghai.
Elizabeth Rickmers, for Haiphong.
Chiyuen, for Canton.
Helena, for Holhow.
Anhui, for Canton.
Patroclus, for Shanghai.

Departures

Oct. 19.

Prinz Eitel Friedrich, for Singapore.
Haimun, for Swatow.
Glenfalloch, for Amoy.
Nore, for Shanghai.
Hallamshire, for Moji.
Patroclus, for Shanghai.
China, for Kobe.
Carl Diedrichsen, for Kwang-chow-wan.
Victoria, for Saigon.
Japan, for Shanghai.

Passengers arrived.

Per *Anhui*, from Shanghai—Mr. and Mrs. De Berigny, Miss Muson, Messrs. Long, Bentley, and 27 Chinese.

Per *Haitan*, from Swatow—Mr. Maxwell, Mr. and Mrs. Tan Chan, Mr. Sin Kye Pang, Misses A. Taylor M. Taylor, Mrs. Fothergill and 2 infants, Messrs. Ko Kian, Neo Kee, Rin Koon, Sina Sze Sedo Kim, Any Choon and Ko Kum.

Per *Monteagle*, from Vancouver—Miss McKeddie, Mr. Kortright, Mrs. Bohler, Mrs. Fitzbutler and child, Misses Millington, Hanston, Mrs. Wright and child, Mr. and Mrs. Kemph, Mrs. Daig, Mrs. Brown, Misses Brown, Newman, Messrs. Lee How, Lim Toung, Mrs. Lim Chin Shee and Mrs. Lim Wong Shee and infant.

Per *Princess Alice*, for Hongkong from Hamburg—Misses Sidonie Knapel, Hulda Reim, and Mr. Godt. From Southampton—Mrs. H. B. Cipo, infant and amah, Mrs. E. M. Ferrand, Messrs. Fred, Wm. Rosenthal, Miss A. S. Doble, Messrs. Aler Stevenson, R. Warren, and Mrs. Moorhead's amah. From Gibraltar—Mr. and Mrs. Thos. J. Fon. From Genoa—Mrs. C. Herforth, Mr. Max Bergmann, Mrs. R. Bergmann, Mr. Carl Morite, Mr. and Mrs. J. J. Cilzalde and party, Messrs. Umberto de Poli, Wilk. Tanschwitz, Hugo Rosenburg, H. M. Grunberg, and Miss Maria Schiess. From Colombo—Messrs. Wilson, Lee Zun, Ah Look Chuy, Le Shai, Leng Wing, Oh Tue, Lao Kho and child, Ah Cuy, Kwan Ming, Ah Chim, Pong Tong Hoppy, Chan Tay, Wong Whon, Wong Yun, Wong Yuen, Wong Shum, Chan Poon, Mrs. Chan Kwong and J. C. Hop. From Penang—Mr. Chang Khoy Chin and servant, Mrs. Massa, Mr. and Mrs. Chong Lee Swee, Messrs. Moey Eng Hong, Low Yow Chee and amah, and Wong Heng Ng. From Singapore—Messrs. Eu Ting Sen, Yeon Ching Kee, Leung Kwong Hin, Mr. and Mrs. Kom Yan, Mr. Chen Boon Yuan, Mrs. Fung Sin, Dr. Marwell H. Allen, Messrs. C. U. Phillips, Tsai Ie Peng, B. DeKaplaye, S. Kwecker, Ho Nei Cael, Drs. Rogaye, Schulz, Burger, Mr. Schwarting, Mrs. H. R. Pike, infant and amah, Mrs. Oh Si'a Hag, Messrs. Li Chen Teng, Kwo Fuck Wan, Gordon A. Wilson, Dr. D. R. Paul, Messrs. Ng A Yong, Ong Ching Yan, Mr. and Mrs. Chia Lim Pah, Messrs. L. Kive, Ling, Datarria and child, Toh Chee, Oei Lye, Chan Sien, Yeok Sae, Mr. and Mrs. Oh Whye Gee, Mrs. Gecko and children, Messrs. S. Yorchida, M. Sakata and baby, Mrs. Yong A. Boon, Messrs. Yeong Kwan, Chur Seng Yan, Kwan A Pang, Mrs. A. Lang, Mr. M. Takeston and Mr. and Mrs. Lok Yeni Chia.

ARRIVED IN PORT.

STEAMERS.

Borneo, Ger. s.s., 1,344, Sembill, 13th Oct.—Sandakan 8th Oct. Timber.—M. & Co.

Brand, Nor. s.s., 2,529 Evensen 11th Oct.—Samarang 4th Oct., Sugar.—J. C. J. L.

Buyo Maru, Jap. s.s., 1,560, Yamamoto, 16th Oct.—Dairen 10th Oct., Coal.—M. B. K.

China Am. s.s., 3,186, D. E. Friele, 18th Oct.—San Francisco 20th Sept., Honolulu 26th Yokohama 9th Oct., Kobe 11th, Nagasaki 13th and Shanghai 15th Mails and Gen.—P. M. S. S. Co.

Chowfa, Ger. s.s., 1,055, F. Schmets, 16th Oct.—Bangkok via Kabinchang 3rd Oct., Rice, Meal and Rose Wood.—B. & S.

Chowtai, Ger. s.s., 1,115, T. Heyenga, 17th Oct.—Bangkok 8th Oct., via Swatow 16th Rice and Wood—B. & S.

Fall of Tith, Br. s.s., W. M. Mckenzie, 16th Oct.—New York and Dvibau 4th Aug., Oil.—Standard Oil & Co.

Gregory, Apcar, Br. s.s., 2,967, C. H. Belson 13th Oct.—Moji 8th Oct., Gen.—D. S. & Co., Ltd.

Haidia, Nor. s.s., 1,065 G. Solberg, 18th Oct.—Bangkok via Swatow 8th Oct., Rice and Gen.—Aagaard Thoresen & Co.

Helene, Ger. s.s., 771, Bendixen, 18th Oct.—Swatow 14th Oct., Gen.—J. & Co.

Kansu, Br. s.s., 1,350, Tuebbin, 18th Oct.—Hongay 16th Oct., Coal—B. & S.

Kumeric Br. s.s., 4,004, G. B. McGill, 13th Oct.—Manila P.I. 11th Gen.—D. & Co.

Laertes, Br. s.s., 1,340, Frampton, 17th Oct.—Saigon 13th Oct., Rice and Gen.—Wo Fat Sing.

Loyal, Ger. s.s., 1,217, R. Wegner, 18th Oct.—Canton 17th Oct., Ballast—W. B. K.

Freeman, Ger. s.s., 1,238, V. Pilgrim, 11th Oct.—Saigon 7th Oct., Rice.—H. A. L.

Montrose, Br. s.s., 2,894 legg, 3rd Oct.—Callao 22nd Aug., Ballast—D. & Co.

Northumbria Br. s.s., 2,756 Hadley, 14th Oct.—from Rangoon, Rice—M. B. K.

Petchaburi, Ger. s.s., 1,374, C. Gosewich, 14th Oct—Bangkok and Hoihow 6th Oct., Rice, Meal and Wood.—B. & S.

Tajaburi, Ger. s.s., 1898, H. Bremer, 17th Oct.—Bangkok 8th Oct., Gen.—B. & S.

Rubila, Br. transport, 4,240, J. Smith, 14th Oct.—Southampton 10th Sept., Baggage.—British Government.

Rubi, Br. s.s., 1,619, R. Rodger, 17th Oct.—Manila 13th Oct., Hemp and Gen.—S., T. & Co.

Rutherglen, Br. s.s., 1,747, W. Gay, 14th Oct.—from Cardiff Coal.—Dodwell & Co.

Selja, Nor. s.s., 2,781, Olap Lie, 14th Oct.—Portland, Or. 5th Sept. Gen.—P. & A. Co.

Tomarac, Br. s.s., 3,318, MacDonald, 16th Oct.—from New York, Kerosine oil.—Standard Oil & Co.

Vestfold, Nor. s.s., 1,171, Bertelsen, 16th Oct.—Bangkok via Hoihow 6th Oct., Rice.—C. S. S. N. & Co.

Yuensang, Br. s.s., 1,128, P. H. Rolf, 17th Oct.—Manila 14th Oct., Gen.—J. & M. Co.

SAILING VESSEL.

Arrow, Br. 4-masted barque, 2,371, McIvor, 10th May—Anjer 8th April, Oil.—Standard Oil & Co.

CHINA COAST METEOROLOGICAL REGISTER, October 18th, 1910, a.m.

		Bar.	Th.	Hu.	Wind		Wr.
Vladivostock	8 a.m.	30.16	38	55	N	0	b
Nemuro	"	30.08	—	—	—	0	—
Hakodate	"	30.01	—	—	—	0	—
Fukaura	"	29.91	—	—	NW	1	—
Kochi	"	30.03	—	—	W	3	—
Nagasaki	"	30.15	—	—	—	0	—
Kagoshima	"	30.12	—	—	NNE	1	—
Oshima	"	30.08	—	—	E	1	—
Naha	"	30.05	—	—	—	0	—
Ishigakijima	"	30.07	—	—	NE	1	—
Bonin Is.	"	29.93	—	—	—	0	—
Chefoo	8 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	30.10	62	89	SSW	1	b
Hankow	8 a.m.	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Shanghai	9 a.m.	30.13	61	100	E	2	or
Gutzlaff	"	30.10	65	84	E	1	ogv
Sharp Peak	"	30.02	71	—	N	1	c
Amoy	8 a.m.	29.96	71	76	WSW	1	b
Swatow	"	30.04	69	—	N	1	c
Talhoku	8 a.m.	30.04	—	—	—	0	—
Taichu	"	30.05	—	—	—	0	—
Tainan	"	30.04	—	—	E	2	—
Koshun	"	30.05	—	—	E	2	—
Pescadores	"	30.04	—	—	N	4	—
Canton	9 a.m.	30.07	77	82	E	1	c
Hongkong	10 a.m.	30.08	78	72	E	2	o
Victoria Peak	"	—	—	—	ESE	2	—
Cap Rock	"	30.04	—	—	ENE	4	—
Macao	"	30.10	80	—	E	2	c
Wuchow	9 a.m.	30.11	77	—	E	1	o
Holhow	"	—	—	—	—	—	—
Fakhoi	"	—	—	—	—	—	—
Phulien	8 a.m.	30.04	81	—	E	2	or
Tonkin	"	30.02	81	—	SE	3	c
C. St. James	"	29.95	82	—	NE	3	c
Aparri	6 a.m.	30.01	75	—	E	2	o
Manila	10 a.m.	30.00	82	85	WNW	1	o
Legaspi	6 a.m.	29.94	79	—	NE	2	o
Surigao	"	—	—	—	SW	3	o
Iloilo	"	29.97	80	—	N	1	o
Cebu	"	29.93	86	—	E	1	c
Labuan	"	29.90	80	—	—	—	—

October 19th, 1910, a.m.

Vladivostock	7 a.m.	30.21	43	59	N	1	b
Nemuro	6 a.m.	30.10	—	—	—	0	—
Hakodate	"	30.17	—	—	ESE	2	—
Tokio	"	30.14	—	—	NW	1	—
Kochi	"	30.17	—	—	SW	1	—
Nagasaki	"	30.21	—	—	NE	1	—
Kagoshima	"	30.17	—	—	—	0	—
Oshima	"	30.14	—	—	—	0	—
Naha	"	30.09	—	—	NE	1	—
Ishigakijima	"	30.07	—	—	NE	1	—
Bonin Is.	"	30.01	—	—	—	0	—
Chefoo	6 a.m.	—	—	—	—	—	—
Weihaiwei	9 a.m.	30.10	62	89	SSW	1	b
Hankow	8 a.m.	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Shanghai	9 a.m.	30.13	61	100	E	2	or
Gutzlaff	"	30.10	65	84	E	1	ogv
Sharp Peak	"	30.02	71	—	N	1	c
Amoy	8 a.m.	29.96	71	76	WSW	1	b
Swatow	"	30.04	69	—	N	1	c
Talhoku	8 a.m.	30.04	—	—	—	0	—
Taichu	"	30.05	—	—	—	0	—
Tainan	"	30.04	—	—	E	2	—
Koshun	"	30.05	—	—	E	2	—
Pescadores	"	30.04	—	—	N	4	—
Canton	9 a.m.	30.07	77	82	E	1	c
Hongkong	10 a.m.	30.08	78	72	E	2	o
Victoria Peak	"	—	—	—	ESE	2	—
Cap Rock	"	30.04	—	—	ENE	4	—
Macao	"	30.10	80	—	E	2	c
Wuchow	7 a.m.	30.11	77	—	E	1	o
Holhow	"	—	—	—	—	—	—
Fakhoi	"	—	—	—	—	—	—
Phulien	7 a.m.	30.04	77	—	E	2	or
Tonkin	"	30.01	81	—	—	0	b
C. St. James	"	29.95	81	—	NE	2	c
Aparri	6 a.m.	30.00	73	—	E	2	o
Manila	10 a.m.	30.00	84	71	W	0	c
Legaspi	6 a.m.	29.93	77	—	NE	2	o
Bacolod	9 a.m.	29.91	81	—	SW	1	c
Iloilo	"	29.91	81	—	NE	1	b
Cebu	"	29.94	83	—	N	2	c
Labuan	"	29.89	83	—	—	—	—

	Oct. 18 at 10 p.m.	Oct. 19 at 6 p.m.
Barometer	30.09	30.01
Temperature	75	75
Humidity	70	78
Rainfall	—	—

Post Office.

☞ Only fully prepaid letters and postcards are transmissible by the Siberian Route to Europe.

The s.s. *Kwangtak*, with the Siberian Mail is due to arrive here on Saturday, 22nd inst.

A Mail will close for:—

Qwong-chow-wan, Holhow, Tourane and Quinhon—Per *Helene*, 20th Oct., 8 A.M.

Singapore, Penang and Calcutta—Per *G. Apcar*, 20th Oct., 10 A.M.

Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Seattle—Per *Kumeric*, 20th Oct., 10 A.M.

Moji, Nagasaki, Kobe, Yokohama, Honolulu San Francisco, to connect with s.s. *Siberia*, at Kobe—Per *Seifo*, 20th Oct., 11 A.M.

Macao—Per *Sui Tai*, 20th Oct., 1.15 P.M.

Saigon—Per *Brand*, 20th Oct., 4 P.M.

Shanghai—Per *Chinkiang*, 20th Oct., 5 P.M.

Shanghai, Moji, Kobe and Yokohama—Per *Nomur*, 21st Oct., 9 A.M.

Haiphong—Per *Singan*, 21st Oct., 9 A.M.

Swatow, Amoy and Foochow—Per *Haitan*, 21st Oct., 10 A.M.

Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle—Per *Aldenham*, 21st Oct., 10 A.M.

Saigon—Per *Laertes*, 21st Oct., 1 P.M.

Manila—Per *Yuensang*, 21st Oct., 3 P.M.

Jesselton Kudat and Sandakan—Per *Borneo*, 22nd Oct., 8 A.M.

Manila—Per *Rubi*, 22nd Oct., 11 A.M.

Ships Passed The Canal.

30th September—*Senaca, Goeben, Hitachi Maru, Orestes, Princess Alice, Oanfa, Indien, Tonkin.* 4th October—*Aki Maru, Braemar, Erzherzog Franz Ferdinandi Braconshire, Glenroy, Saxonia, Stantor.* 7th October—*Ceylon. Kintuck* 11th October—*Benelinch, Albanea, Benmohr, Konang, Si, Westphalia, Lennox, Lutnow, Mamnon, Nubia, Yang Tsze.* 14th October—*Benavon, Bulow, Kanagawa Maru, Mishime Maru, Miyasaki Maru, Koltow, Ernest Simons, Diomed, Sonsta, Teenhol.* 18th October—*Bellerophon, Palermo, Silesia, Dunbighshire, Arabia.*

Arrivals at Home—30th September—*Peiho, Australien.* 4th October—*Segovia, Scandia, Cardiganshire, Glaucus.* 7th October—*Polyphamus, Goeben, Hitachi Maru.* 11th October—*Benvorlich, Carmarthenshire, Oanfa, Wray Castle, Ghasse, Indien, Stantor.* 12th October—*Sunda.* 13th October—*Poona.* 14th October—*Ville de la Ciotat, Glenlochy.*

DOCK RETURNS.

TAIKOO DOCKS.

Union ..... at Quarry Bay Docks,
Sungkiang ..... " "

VISITORS AT THE HOTELS.

HONGKONG.

Allen, C. H.
Allen, M. H.
Allfield, Mrs. B. & child
Andrew, J. I.
Backhouse, J. H.
Bisuke, M.
Bauer, E.
Bengay, Mr. and Mrs. de and child
Bellay, Marquis de
Bergmann, Mr. & Mrs. M.
Blair, D.
Brasseur, Mr. & Mrs. H.
Breaker, F.
Brown, C.
Brown, Mr. & Mrs. E.C.
Bunner, Mr. W. C.
Claxton, A. A.
Cronhohn, F.
d'A Innes, Lt. G. V.
Dorian, J. H.
Fisher, H. G.
Forsalls, Capt. G. A.
Goulbourn, V.
Hall, Capt. T. P.
Harrison, T. L.
Howett, Hon. Mr and Mrs. E. A.
Hooper, Mrs.
Hough, Dr. S.
Jack, Mrs. C. M.
King, C. R.
Kortright, H. H.
Kuvercker, S.
Leege, C.
Leigh, Miss A.
Lopez, J. M.
Lloyd, Mr. G. T.
Logan, W.
Macdonald, D.
MacGregor, A. J. L.
Mason, Miss
Massey, Miss K. A.
Marriott, Dr. C.
Macdonald, D.
Megie, Mrs. B.
Moulder, A. B.
Miller, Miss E.
Nitz, Mr.
Northcombe, Mr. and Mrs. F. D.
Puck, Mr. and Mrs. R. S. S.
Putell, Mr.
Ray, E. H.
Rodger, R. K.
Solomon, H. H.
Spalding, Dr. and Mrs. A. D.
Spittles, J.
Square, Miss A.
Stainer, Mrs. C. E.
Thompson, Mrs. M. L.
Trautschold, W. W.
Wilson, C. H. V.
Wood, G. G.
Ziegler, Mr. & Mrs. K.

PEAK.

Alabaster, Mr. & Mrs.
Anderson, Col. & Mrs.
Aubrey, Dr.
Bates, Mr.
Bayard, Col.
Bell, Capt. R.A.M.C.
Bowdler, Mrs.
Brewer, Miss
Crauneville, Countess and maid.
Edwards, Mr. and Mrs.
Fayrer, Sir Joseph and Lady
Finch, Capt. and Mrs.
Frisk, F. A.
Gell, J.
Greve, H. de
Guthrie, Capt. & Mrs.
Haseland, F. A.
Highton, Eng.-Comdr.
Hind, W. B.
Hitchcock, Mr. & Mrs.
Hockaday, W. T.
Hodgins, Mrs.
Hughes, Rev.
Jack, Miss
Jacks, P.
Kilmanek, P.
Koblschmidt, Mr. & Mrs
Koren, E.
Lauder, Lt. Col.
Lyddon, Capt. & Mrs.
Macfarlane, Dr. & Mrs.
Martin, Mr.
Mars, M. M.
May, Mr.
Merlin, Freiderr and Freifan von
Midwood, Col. & Mrs.
Neilson, Mr.
Page, Miss
Paulsen, H. R.
Perkins, Mr. and Mrs. P. L.
Perry, Lt. R.A.M.C.
Phelps, H. R.
Piggott, Sir Francis
Probyn, R.A.M.C., Major
Raikan, Mr.
Sinclair, A.
Stacpole, Lt.-Col.
Sutherland, Mr.
Thomas, Mrs.
Thomson, Rev. & Mrs.
Thornhill, Rev.
Topp, J. R.
Twiss, Capt. and Mrs.
Warning, Capt.
Wheston, W.
White, Mr. and Mrs.
Wilford, F. C.
Wrigley, Lt. Col. & Mrs.
Wright, Mr. and Mrs.

ASTOR HOUSE.

Alton, R.
Anderson, C.
Antonelli, Mr.
Bayard, J. R.
Bohler, A. D.
Boissat, M.
Brown, J.
Broc, A. de.
Cooper, Mrs. J.
Dinkela, H.
Eddy, R. C.
Emberger, C.
Escamilla, L.
Fraser, Miss M.
Fritz, G.
Galley, W. W.
Gatscher, Mrs. H. A.
Gelinas, J. P.
Groham, H. B.
Hards, H. A.
Hayes, J. J.
Hoffman, Edw.
Horn, Mr. and Mrs. W.
Hurd, Mr.
Hurtado, Mr. and Mrs. E. L.
Lapsley, H. W.
Li Kiang Tcha
Longfellow, D. W.
Magner, L. J.
Mathis, J.
Miller, A.
Mody, N.
Moss, C. R.
Pond, E. H.
Read, H. R.
Rogers, Mrs. E.
Schmidt, P.
Schreck, G.
Smith, F. W. K.
Smith, H. L.
Smith, J. R.
Teck, K.
Weinberg, Mrs. S. and child
Westworth, W. A.
Withinshaw, J. D.

ORIENTAL HOTEL.

Beebe, D. G.
Craw, Mr. and Mrs.
Curtet, Mr.
Krmdoff, P. M.
Frank, P. A.
Hansen, E.
Johnson, Mr. and Mrs. R. D. and child
Keyt, Dr. F.
Lennox, Mr.
Lyon, H. C.
Maxfield, W.
McDonold, F. J.
Patterson, F.
Pringle, W.
Sanksen, F.
Seafe, N. C.
Stewart, Capt. & Mrs A. H. and child
Storie, A.
Taylor, R. P.
Wilson, F.

CRAIGIEBURN.

Adams, Mr. and Mrs. F. R. J.
Caldwell, Mr. and Mrs. G. A.
Chinchen, S. J.
Gaskell, Mr. and Mrs. W. H.
Genähr, Rev. & Mrs. J.
Grant-Smith, E.
Jones, Dr. and Mrs. Evan
Knott, Mrs.
Kydd, Mr. & Mrs. T. W.
Lammert, Mrs.
Mohlee, Mr. and Mrs.
Pearce, Mr. and Mrs.
Smith, Crowther
Smith, Miss D.
Sutton, Mr. & Mrs. F.
Welvall, Mrs.
Wilson, G. L.
Wood, E. M.

Steamers Expected.

Vessels	From	Arrive	Due
Emp. of China	Shanghai	C. P. R. Co	Oct. 20
Namur	Singapore	P. & O. Co	Oct. 20
Empire	P. Darwin	G. L. & Co.	Oct. 21
Chicago Maru	Japan	O. S. K.	Oct. 23
Persia	Mexico	E. H. F. Co	Oct. 25
Suevia	Singapore	H. A. L.	Oct. 25
Fooksang	Calcutta	J. M. & Co	Oct. 26
Manchuria	Yokohama	P. M. Co	Oct. 28
Chiyo Maru	San F'cisco	T. K. K.	Nov. 1
Asia	San F'cisco	P. M. Co.	Nov. 8
Tacoma Maru	Tacoma	O. S. K.	Nov. 20

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Name.	Class.	Tons.	Guns.	I.H.P.	Captain.	Last reported at
Alacrity	despatch-vessel	700	4	3,000	Acting-Commander P. H. Noble	en route Shanghai
Astraea	cruiser, 2nd class	4,360	10	7,000	Captain E. B. Kiddle	Singapore
Bramble	river gunboat	710	6	900	Lt.-Comdr. B. G. Washington	Shanghai
Britomart	river gunboat	710	6	500	Lieut.-Commander E. H. Donovan	Wei-hai-wei
Cadmus	sloop	1,070	6	1,400	Commander H. Lynes	Hongkong
Cherub	water tank and tug	390	—	300	Master W. Smith	Hongkong
Clio	sloop	1,070	6	1,400	Commander H. R. Veale	Hongkong
Fame	torpedo boat destroyer	306	6	5,700	Lieut.-Commander C. H. Lloyd Thomas	Hongkong
Flora	cruiser, 2nd class	4,360	10	7,000	Captain John Nicholas	Nagasaki
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander B. J. Guy, V.C.	Cruising
Hart	torpedo boat destroyer	275	6	4,000	Lieut.-Commander H. S. Monroe	"
Janus	torpedo boat destroyer	280	6	5,900	Lieut.-Commander G. C. Heathcote	"
Kent	cruiser, 1st class	9,800	14	22,000	Captain S. Farquhar	Hongkong
Kinsan	river gunboat	616	4	1,200	Lieut.-Commander T. J. S. Lyne	Yangtsze
Merlin	surveying ship	1,070	6	1,400	Captain F. C. Learmonth	Borneo
Minotaur	armoured cruiser 1st class	14,600	14	27,000	Act.-Captain A. Lowndes	Cruising
Monmouth	cruiser, 1st

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT: RESERVE.	POSITION AS PER LAST REPORT: AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMAT RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	$125	$125	£1,500,000 $15,000,000 $250,000	$2,019 3 0	£2 for first half year ending 30.6.10 @ ex 1/9½ =$12.45	5 %	$910 sellers £86 10/-
National Bank of China, Limited	99,925	£7	£6	£4,009 $3,000,000	$30,552	$2 (London 3/6) for 1909	...	$80 buyers
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	$250	$50	$1,560,000 $254,583 $302,791	none	$10 for 1908	5½ %	$175 sales.
North China Insurance Company, Limited	10,000	£15	£5	£185,000 Tls. 226,202 Tls. 368,644 Tls 137,508	Tls. 205,119	Interim div. of 7/6 for 1909	5 %	Tls. 112½ sellers
Union Insurance Society of Canton, Limited	12,400	$250	$100	£1,000,000 £90,000 £192,248 £105,240 $712,985	$287,984	Final of $20 per share, making in all $50 per share for 1908 and an interim dividend of $30 per share for 1909	%	$840
Yangtsze Insurance Association, Limited	12,000	$100	$60	$2,000,000 $894,405 $199,264	$707,687	$12 for year ending 31.12.08 and interim of $3 on account of 1909	7 %	$195 sales
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	$100	$20	$1,000,000 $550,348 $61,108	$438,406	$6 and bonus $2 for 1908	7 %	$115
Hongkong Fire Insurance Company, Limited	8,000	$250	$50	$1,460,000	$426,218	$27 for 1908	8 %	$355
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	$25	$25	$57,743	Dr. $3,777	14% for 1906	...	$10 sellers
Douglas Steamship Company, Limited	20,000	$50	$50	$230,000 $100,589	Nil.	2½ for year ending 30.6.1908	...	$22 sellers
Hongkong, Canton & Macao Steamboat Co., Ld	80,000	$15	$15	$250,000 $617,500 178,765 $15 491	$20,766	Dividend of $1½ for 30.6.10	8 %	$31 sa. and b.
Indo-China Steam Navigation Co., Ld. (Preferred)	60,000	£5	£5	£138,100	£7,527.8.2	6/- for 1907 on Preference shares only @ ex 1/9 11/16=$3. 154	...	$58 s. and sa.
Do. Do. (Deferred)	60,000					Final div. of 2/6 per sh. (coup. 14) making in all 4/6 per sh. for '09 & an int. div. of 1s. per sh. on ac. for '10	5 %	
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£720,000 £100,000	£192,994			80/- buyers
"Star" Ferry Company, Limited	10,000	$10	$10	$71,850	$1,159	A dividend of 7 % A bonus of 5 % for yr. ending 30.4. 1910	5 % 6 %	$23 sellers $10
	10,000	$10	$5	$62,681				
REFINERIES.								
China Sugar Refining Company, Limited	20,000	$100	$100	$520,000 $83,620	Dr. $8,090	$5 for half year ending 30.6 1910	6 %	$145 sellers
Luzon Sugar Refining Company, Limited	7,000	$100	$100	none	Dr. $135,893	$3 for 1897	...	$15
MINING.								
Chinese Engineering and Mining Company, Ld.	1,000,000	£1	£s. 1	£215,000	£1,435	Interim of 1/6 for 1910 (coupon No. 14)	9 %	Tls. 15 sellers
Headwaters Mining Company	60,000	Ps. 10	Ps. 10	£12,289 none	none	First year	...	Ps. 12
Raub Australian Gold Mining Company, Limited	150,000	£1	18/10	£4 373	none	$3 per share 13th dividend	5 %	$7 sellers
	50,000	£1	£1	none	none	Final of Gold $0.65 for 1909 in all G $1,15		30/-
Oriental Consolidated Mining Co., Ltd	500,000	G $10	G $10					
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	$25	$25	$25,275	Dr. $8,460	$1.75 for year ending 31.12.08	...	$9 sellers
Hongkong & Kowloon Wharf and Godown Co., Ld.	60,000	$550	$50	$550,000 $31,998 $40,000	$264,847	$2½ for 1909	4½ %	$54 buyers
Hongkong and Whampoa Dock Company, Ld.	50,000	$50	$50	$88,214	$132,765	3% for half year ended 30.6 1909	...	$49 sales
Shanghai Dock and Engineering Co., Ld.	Tls. 55,700	Tls. 100	Tls. 100	$221,000 Tls. 2,200,000	Tls. 6,261	Final of Tls. 3½ making Tls. 6 in all for year 30.4 1910	8 %	Tls. 72
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 697,257 Tls. 50,000 Tls. 125,000	Tls. 9,222	Interim of Tls. 3 for 1910	7 %	Tls. 108
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ld.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 4,314	Tls. 6 for year ending 29.2.10	5½ %	Tls. 97 sales
Central Stores, Limited	50,123	$15	$15	$1,000	$24,043	8% for 1909	8 %	$12½ sellers
Hongkong Hotel Company, Limited	12,000	$50	$50	1046,075	$1,277	$3 on old shares $1 50 on new shares for half year ending 30.6.10	5½ %	198 sellers $72
	8,000	$50	$25	$10,000	$27,971	Interim of $3½ for 1910	7 %	$100 sellers
Hongkong Land Investment and Agency Co., Ld.	50,000	$100	$100	$250,000 226,945	$5,471	45 cents for 1909	6 %	$7½ sellers
Humphreys Estate & Finance Company, Limited	150,000	$10	$10	25,856	$269	$2½ for 1909	8 %	$32 buyers
Kowloon Land and Building Company, Limited	6,000	$50	$50	none				
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,525,045 Tls. 30,000	Tls. 63,969	Interim of Tls. 3 for 1910	6½ %	Tls. 111 sales
West Point Building Company, Limited	12,500	$50	$50	none	$1,958	Interim of $1.80 for 1910	8½ %	$39
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ld.	20,000	Tls. 50	Tls. 50	Tls. 250,000	Tls. 10,991	Tls. 11 for year ending 31.10.09	8½ %	Tls. 10½ sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	$10	$10	Tls. 40,098 $40,000	$9,553	50 cents for year ending 31.7.08	...	$3½
International Cotton Manufacturing Company, Ld.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,872	Tls. 7½ for year ending 30.9.09	10 %	Tls. 50 sales
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	8,000	Tls. 100	Tls. 100	none	Tls. 4,829	Tls. 6 for 1909	10 %	Tls 50 sales
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 31,172	Tls. 31,173	Tls. 25 for 1909	17 %	Tls 220 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	£1,500	£648	15 % per share for 1909	...	$8 sellers
China-Borneo Company, Limited	60,000	$12	$12	$40,000	Nil.	60 cents for 1909	6½ %	$9
China Light and Power Company, Limited	50,000	$5	$5	none	$50,242	60 cents for year ended 28.2.06	...	$1.20 sellers
Do. Do. Special shares	50,000	$1	$1	$100,300	$2,602	80 cents for 1909	10 %	$8 buyers
China Provident Loan & Mortgage Company, Ld.	125,000	$10	$10	$12,300	$1,892	$1.20 for year ending 31.7.09	6½ %	$17½
				$1,000				
Dairy Farm Company, Limited	40,000	$7½	$6	$13,000	$4,290	Interim of 15 cents per share for 1910	10 %	$4.50 sales
Green Island Cement Company, Limited	400 000	$10	$10	$5,010	$670	14 per cent. viz. $1.40 for 1909	12 %	$12 sellers
H. Price & Company, Limited	12000	$10	$10	none	$11,798	A dividend of $1.20 per share and a bonus of 10 cents per sh. for year end. 28.2.10	6 %	10½ sellers
Hongkong Electric Company, Limited	60,000	$10	$10	$150,000	$57,615	Interim of $1 per share for 1910	6 %	$135 sellers
Hongkong Ice Company, Limited	5,000	$25	$25	$40,000	$9,176	Final of $1 making in all $2 for 1909	9 %	$20 sellers
Hongkong Rope Manufacturing Company, Ld.	60,000	$10	$10	Tls. 547,500	Tls. $16,682	Interim dividend of Tls. 12½ 15th March Tls. 12½ 15th June & Tls 15.00 15th Sept.	5 %	Tls. 1,050
Maatschappij tot Mijn-, Bosch- en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 63,924				
Peak Tramways Company, Limited	25,000	$10	$10	$20,000	$3,014	80 cents on fully paid shares and 8 cents on $1 paid shares for year ending 30.4.10	5½% 5 %	$13 sellers $14 sellers
Peak Tramways Company (new)	50,000	$10	$1	none	Ps. 18,640	None	...	$8
Philippine Company, Limited	75,000	$10	$10					
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 21,827 Tls. 100,000	Tls. 5,250	No dividend this year	2 %	Tls. 122½ sales
Societe des Pulpes et Papeteries du Tonkin	13,200 Benefit shares 1,200	50 Haiphong Nominal	25 Currency	none	none	First year None	... ...	$29 sellers $800
South China Morning Post, Limited	6,000	$25	$25	none	Dr. $31,096	None	8 %	H'kong currenc $24 sales
Steam Laundry Company, Limited	20,000	$25	$5	none	$127,86	10 % for year ending 31st May 1910	8 %	$5½ sells s
Union Waterboat Company, Limited	50,000	$10	$10	$11,956	none	60 cents for year ending 31.12.08	8 %	$3 sellers
United Asbestos Oriental Agency, Limited	10,000	$10	$5	$46,000	$242	15 % per ordinary sh. for year ended 31.5.10	5 %	$11½ sellers
Watkins Limited,	10,000	$10	$10	none	$1,941	25 cents for 1909	5 %	$3 sellers
Watson (A.S.) & Co., Limited	90,000		$10	$300,000 25,000	$2,013	3 % for 1909	...	$6½ sales
William Powell, Limited	15,000	$7		none	$782	None	...	$2 buyers

Printed and Published by JOHN FRANCIS RIBEIRO for the Hongkong Telegraph Company, Limited, at the Printing Office of the Company, Duddell Street, Hongkong, in the District of Victoria, Hongkong.

Hotel.

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Sessions 10 a.m. to 11 p.m.

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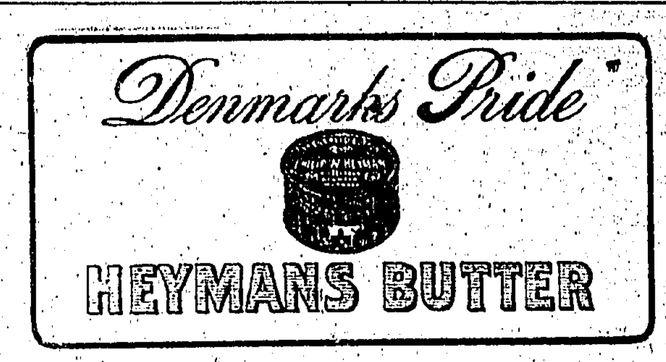
W. GALLAGHER,
Manager.

Hongkong, 17th October, 1910. [26

Intimations



SIEMSSEN & CO., Sole Agents. 49

PEAK TRAMWAYS COMPANY LIMITED.

TIME TABLE.

WEEK DAYS:

7.00 a.m.
7.30 a.m. to 10.00 a.m. ...Every 10 minutes
10.00 a.m. to 11.00 a.m. ...Every 15 minutes.
11.30 a.m. to 12.45 p.m. ...Every 15 minutes.
12.45 p.m. to 1.15 p.m. ...Every 10 minutes.
1.15 p.m. to 1.45 p.m. ...Every 15 minutes
1.45 p.m. to 2.15 p.m. ...Every 10 minutes.
2.15 p.m. to 3.00 p.m. ...Every 15 minutes.
3.30 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS.

8.45 p.m. and 9 p.m., 9.45 p.m. to 11.15 p.m every half hour.

SUNDAYS.

8.00 a.m. to 9.00 a.m. ...Every 15 minutes.
9.00 a.m. to 9.30 a.m. ...Every 30 minutes.
9.30 a.m. to 10.30 a.m. ...Every 15 minutes.
10.30 a.m. to 11.00 a.m. ...Every 10 minutes.
11.45 a.m. to 12.00 noon...Every 15 minutes.
12.00 Noon to 1.00 p.m. ...Every 10 minutes
1.00 p.m. to 5.00 p.m. ...Every 15 minutes.
5.00 p.m. to 6.00 p.m. ...Every 10 minutes.
6.00 p.m. to 7.00 p.m. ...Every 15 minutes
7.00 p.m. to 8.00 p.m. ...Every 10 minutes.

NIGHT CARS as on Week Days.

SATURDAYS.

Extra cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Vœux Road Central.

JOHN D. HUMPHREYS & SON,
General Managers.

Hongkong, 1st April 1910 '52

HUNG ON & CO.,

SHOW ROOM AND STORE

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17A, QUEEN'S ROAD CENTRAL.

GENERAL UPHOLSTERERS AND FURNITURE

IMPORTERS AND DEALERS.

CROCKERY, Cutlery, Electro and Silver Plated, Glass and Iron Wares of all descriptions, always on hand, for sale or on hire at moderate rates.

Hongkong, 1st June, 1910. [413

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
利廣隆傢俬

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE at No. 19, DES VŒUX ROAD CENTRAL.

The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Firms and other leading Establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd., write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annexe to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co.

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ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 6th August, 1908.

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&c., &c., &c.

Inspection Invited.

GRACA & CO.,

27, DES VŒUX ROAD, HONGKONG.

Hongkong, 18th October, 1910. [51

NOTICE.

A LARGE Number of BOOKS, PERIODICALS, MAGAZINES and ILLUSTRATED PAPERS are required for the use of the Troops leaving here next month in the S.S. "Rohilla" for home. Any such literature will be gratefully received by the Acting Chaplain (Rev. A. B. Thornhill) either at S. John's Cathedral, or at the Peak Hotel.

Hongkong, 8th September, 1910. [502

NEW SHOP!

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RARE JEWELS,

&c., &c., &c.

MOHIDEEN & CO.

Dealers in

CEYLON PRECIOUS STONES, &c.,

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Hongkong, 23rd May, 1910. [48